

GRAIN DEALERS JOURNAL

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CHICAGO (Continued).

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Owen & Brother Co., grain commission.
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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PEORIA (Continued)

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Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
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Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
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Zahn & Co., J. F., grain, seeds.*

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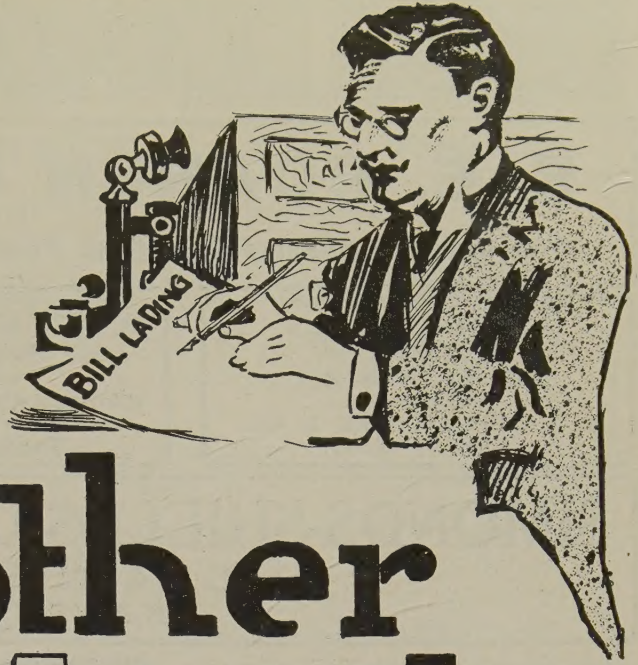
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Consignments

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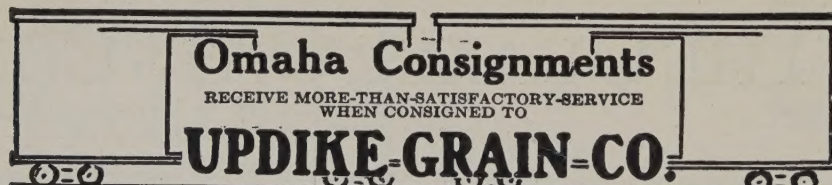
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EARLY TENNESSEE AND MISSISSIPPI CORN

H. J. HASENWINKLE CO.

MEMPHIS, TENNESSEE

The Scott County Milling Co.**Daily Capacity 3500 Bbls.****OFFER US YOUR SOFT and HARD WHEAT also CORN**

Mills and Elevators,
SIKESTON,
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Storage
Capacity
3,000,000
Bushels

General Office:
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H. C. CARSON & CO.

WHEAT — CORN — OATS — RYE — BEANS

1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

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WHEAT - CORN - OATS

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"The top 'o the market to you."

THE GATES ELEVATOR CO.

Receivers and Shippers

Grain, Hay and Millfeeds

CLEVELAND, OHIO

W. M. BELL CO.**SUPERIOR SERVICE**

Milwaukee, Wisconsin

E. A. GRUBBS GRAIN CO.

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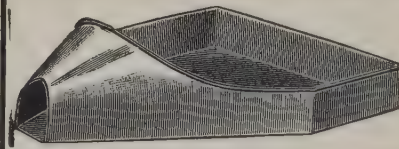
Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

E. I. BAILEY

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Receiver and Shipper of Corn, Oats, Millfeed

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**Grain Sample Pans**

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Grain Size 2½x12x16½". Prices \$1.75
Seed Size, 1½x9x11", Price \$1.50. Send All Orders to
GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.

**CLARK'S
Car Load
Grain Tables**

Seventh Edition Revised and Enlarged

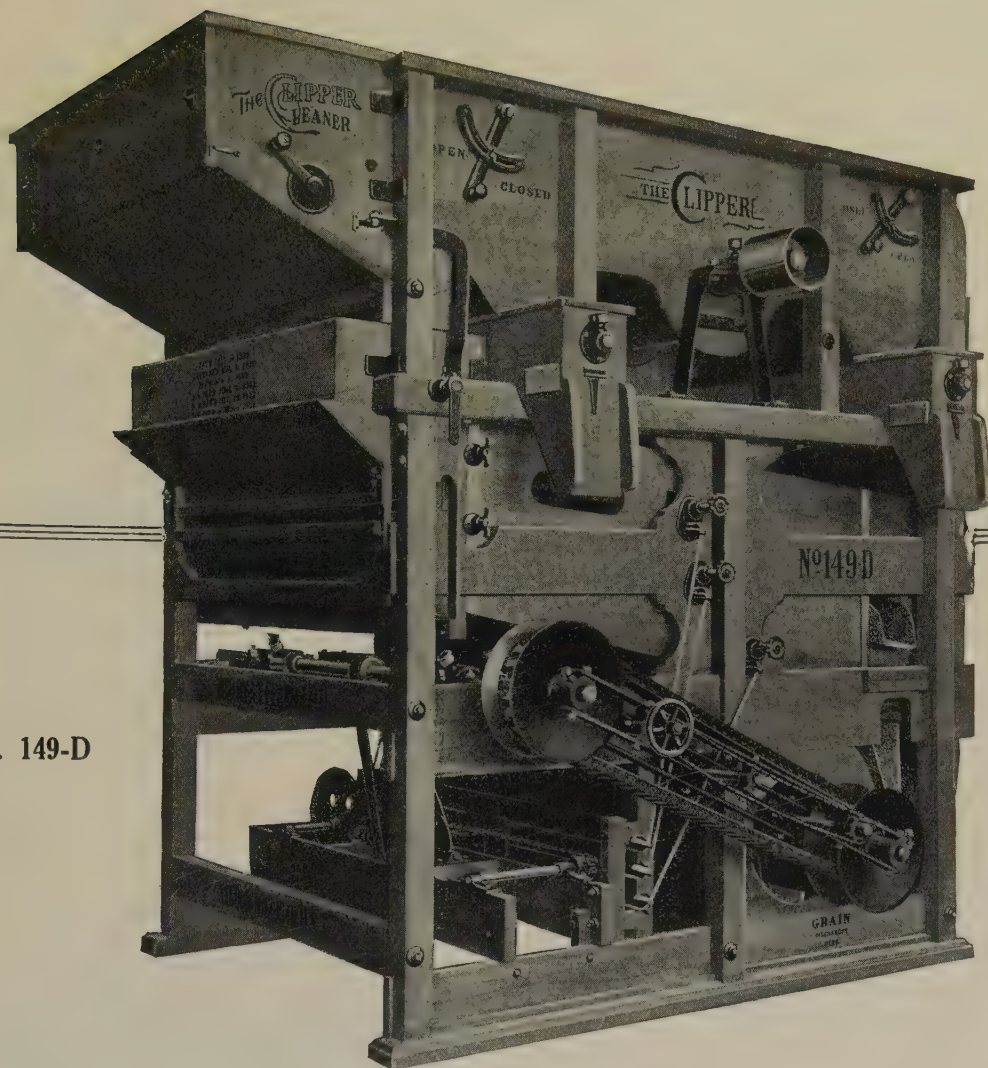
WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs.

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GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS



No. 149-D

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A Suction Blast Grain Cleaner

Giving better results and more dustless than all others. No change of screens from oats, barley, wheat, rye and corn. Simplicity, convenience, durability and light power.

Traveling roller bearing brushes under all screens.

Practical air control by speed of fan entirely without shutters, slides or valves. The perfect control obtained with our Variable Speed Patent.

Made in two sizes: 42 and 54 inch screens. Capacity on wheat, 400 to 600 bushels per hour.

Price \$365.00 and \$420.00 net, f. o. b. Saginaw.

Manufactured by

A. T. FERRELL & CO., Saginaw, Mich.

FIRST PUBLIC ANNOUNCEMENT

The engineer who designed the well-known S—— Separator and thereby showed to the world how well he could separate oats from wheat, has patented another and infinitely better machine and one which farmminded, conservative experts say will entirely revolutionize the handling of grain and seeds. Cars of wheat and barley cleaned in Minneapolis by one of these new Separators and shipped to some of the most critical buyers in the East have created a furore of excitement. The wires have been kept busy with telegrams asking how the cleaning had been done and the name of the cleaner. Elevator men have traveled 1500 miles to see machines in operation. Orders have been placed for Separators to be shipped by express. One customer figures that his machine will earn him a clear profit of \$5,500.00 in a year. According to present indications there will be an enormous demand for these machines. It would, therefore, be well to place orders now, thereby securing a high position on our rotational delivery list.

If you are interested in a universal cleaning machine
for grains and purposes too numerous to mention

Do Not Make Your Choice Until You Have Heard Our Story



The S. HOWES COMPANY
EUREKA WORKS

SILVER CREEK, N. Y.



Grain

Drying For Nothing

Exhaust steam from the engine contains about eighty percent of the heat required to make the steam originally.

A grain drier can be successfully operated with exhaust steam at five pounds pressure, so if you use your exhaust steam for this purpose then you can dry your grain for nothing.

Have you ever thought of it in this way before?

If you use your cobs for fuel, then you can operate most cheaply.

We can supply you with the right kind of steam engines and boilers to do this kind of work.

Chandler & Taylor Co.

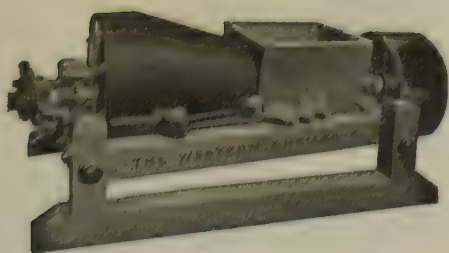
INDIANAPOLIS, INDIANA, U. S. A.



Determine Your Dockage

Before shipping grain it is well to determine the dockage. Know just what it will grade and you will know what the returns should be. The Emerson Tester guarantees a perfect test according to the new federal rules. Not one kernel of oats left in the wheat. Used and endorsed by thousands of grain elevators, grain inspection departments and the U. S. Grain Standardization Department. It is imperative that a machine of this kind is among your equipment. Write us for more detailed information.

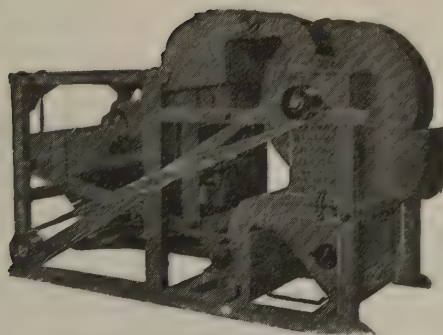
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Campbell St. and M. C. R. R. DETROIT, MICH.



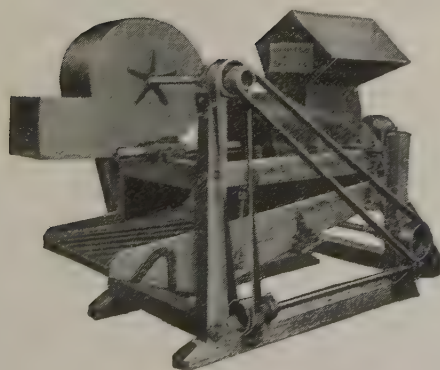
"Western" Separate Warehouse Sheller



"Western" Pitless Sheller



"Western" Gyrating Cleaner



"Western" Mill Sheller

Better Grain Handling Machinery

in country elevators is absolutely necessary especially during these times of increased need, high prices and exacting rules and regulations as to grades of grain. Elevator men should pay more attention to the equipment in their house. If it is not delivering service of the highest efficiency, it should be discarded, replaced by better—that of the

WESTERN LINE

We have spent over forty years and thousands of dollars in bringing the Western Line of grain elevator equipment up to its present high standard. It is the unquestioned leader in elevator equipment. Regardless of what you may need for your elevator, we can supply it—and under existing conditions—in remarkably short time.

Our engineering department is at your service. If there is any problem confronting you, submit it to us and we will gladly advise you regarding it. We shall be pleased to hear from you.

UNION IRON WORKS
DECATUR, ILL.

Beall

THE MARK OF QUALITY

**SEPARATORS Are Like the Mint—
Every Day They Operate a Steady
Stream of Dollars Pours into Your
Cash Drawer.**

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

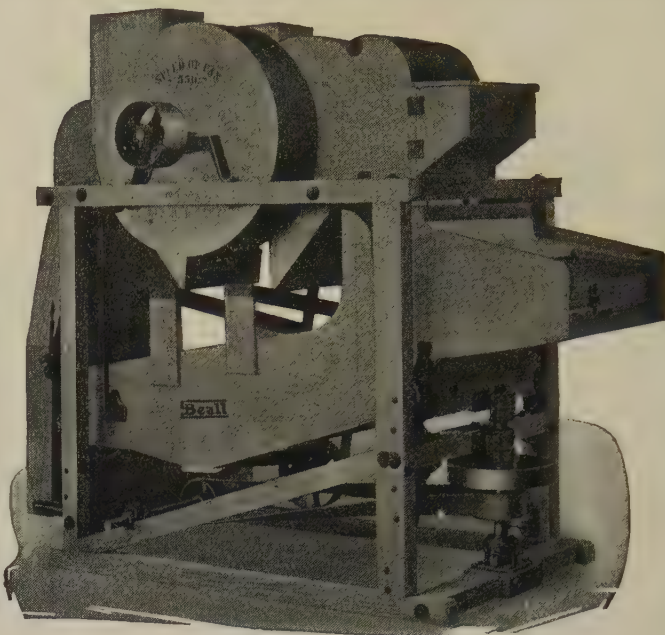
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



Beall Improvements Company - Decatur, Illinois

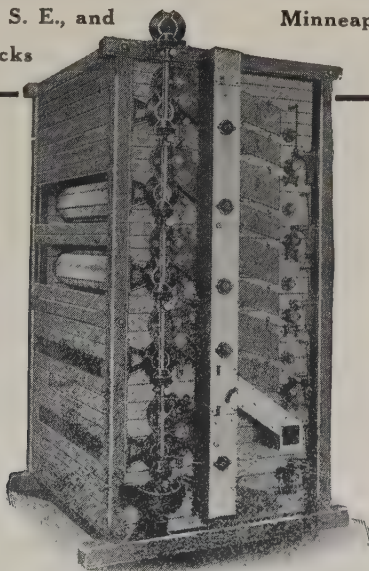
ARE YOU TROUBLED

with volunteer oats in wheat and volunteer wheat in Oats? You are aware, of course, that either mixture lowers the grade. Grain is too valuable at this time to take a chance on low grades. The Richardson Oats from Wheat Separator makes these separations perfectly. Get into communication with us. We will be pleased to give you more detailed information.

RICHARDSON GRAIN SEPARATOR CO.

15th Ave., S. E., and
N. P. Tracks

Minneapolis,
Minn.



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For particulars see the

"ELEVATORS FOR SALE"

columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

The cost for advertising is 20c per line



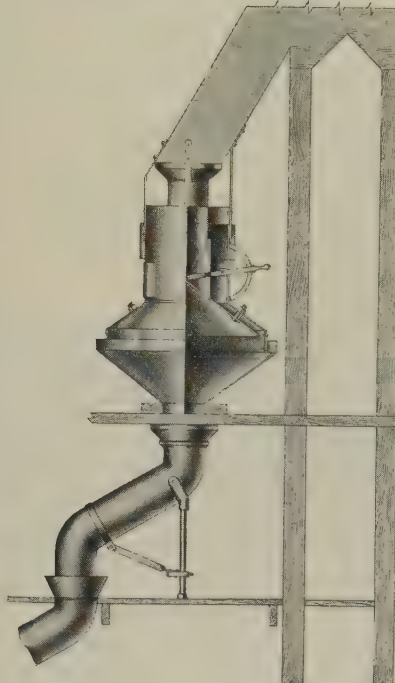
"HART ELEVATORS — and — CONVEYERS

Made in sections
ready to install.

The HART plan relieves you of all bother. Tell us your requirements. We quote prices on equipments installed ready for use. Ear Corn and small grain machinery, our specialty. Prices and Service will interest you.

HART GRAIN WEIGHER CO.
Dept. B Peoria, Ill.

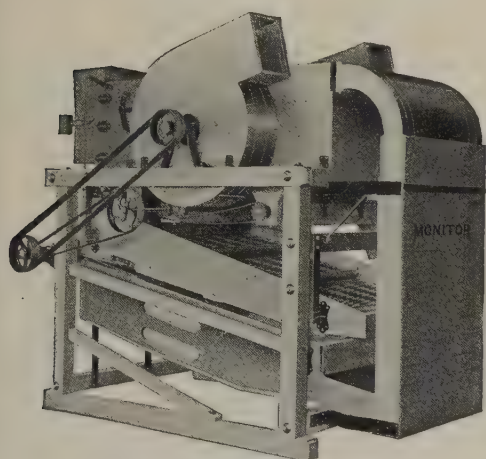
THE LOGICAL SOLUTION OF YOUR CLEANING PROBLEM IS A Cupola Grain Cleaner



Cleans, cools and conditions all grains perfectly without extra handling, bothering with screens or chokes, lasts as long as the elevator, and pays a "net" profit on every bushel of grain handled.

Write us for particulars and prices. They will interest you.

CUPOLA GRAIN CLEANER CO.
123 West Madison St., Chicago, Ill.



**"Combined"
Corn and Grain
CLEANER**

America's Best

Monitor

A heavy cut in cleaning time and cost

Hundreds of pleased owners are enthusiastic over the lower cost in cleaning—the simpler method of handling **both** corn and small grains cleaning with this "Combined" machine. We, the originators of this type of cleaner, offer you a machine free from an experimental feature of any kind—a cleaner that will unfailingly perform with unequalled efficiency, dependability and economy. If you handle both corn and small grains, see our literature and list of users.

HUNTLEY MFG. CO., Silver Creek, N. Y.

"Procrastination is the Thief of Time"

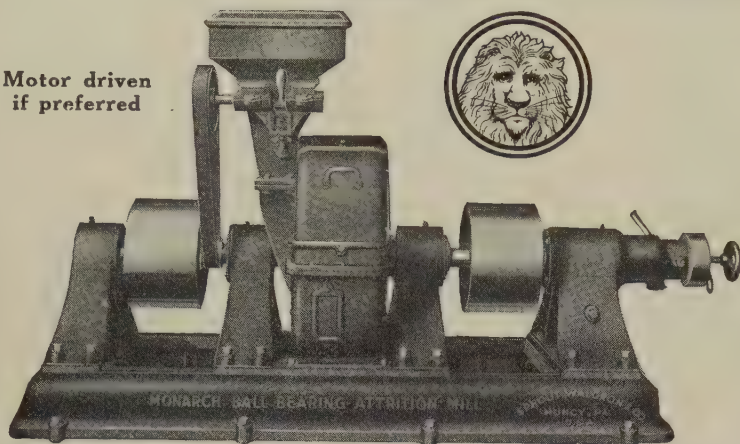
And it always results in loss to some degree. The Miller who puts off until tomorrow the purchase he knows he ought to make today, will invariably find that delays are costly.

You have an opportunity NOW to buy a feed grinder that will prove to be one of the most economical purchases you ever made. Unless you already own one, it will save more money, give longer and better service and a more satisfactory product than the mill you are using.

Time and the market wait for no man. Do it now—sit down and write for information concerning

The Monarch Ball Bearing Attrition Mill

Motor driven
if preferred



Don't Neglect to Ask for the Catalog.

What do you want in the feed grinder that you buy? More and better work at less expense? The MONARCH answers these requirements—is designed and built to answer them—continuously—day and night, if necessary or desirable. In the best judgment of hundreds of owners the MONARCH has proved its value as an unquestioned investment in feed grinding service and satisfaction.

When the rush is on—and increased planting is going to make a rush—you will want action. The car shortage is bad—it may become worse. Fit your plant for action now, with a MONARCH.

Write for Catalog D-No. 115

Sprout, Waldron & Co.

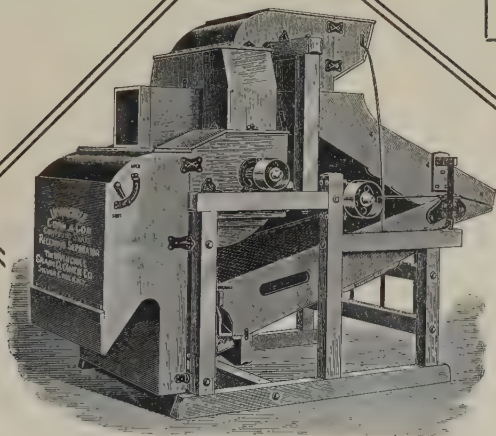
Milling Engineers

Main Office and Works:

Chicago Office:
No. 9 S. Clinton Street

MUNCY, PA.
P. O. Box No. 26

M. J. BROWN & CO.,
Hebron, Indiana
selected this machine
for their new elevator.



It's a
Wizard—
and Jack of All
Cleaning Tricks

THE INVINCIBLE Corn and Cob Cleaner and Separator

We guarantee this machine to take mixed corn and cob direct from sheller, to throw out the cob, to remove the silk and fine dirt, and to deliver the corn in perfect condition—all in one operation.

This machine can also be used on other grain, and we have the proper screen equipment at nominal prices. Write for particulars.

THE INVINCIBLE GRAIN
CLEANER CO.
Dept. 4
Silver Creek,
N. Y.

BOWSHER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes; 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.

GROW
HEALTHY
STOCK



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

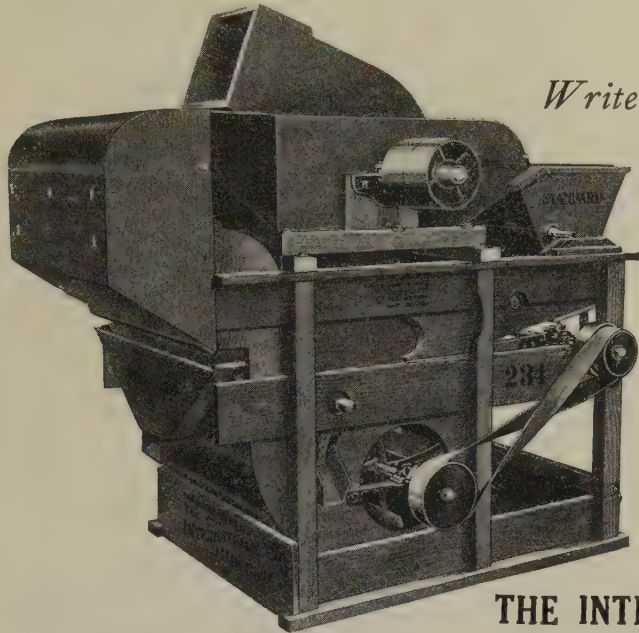
J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

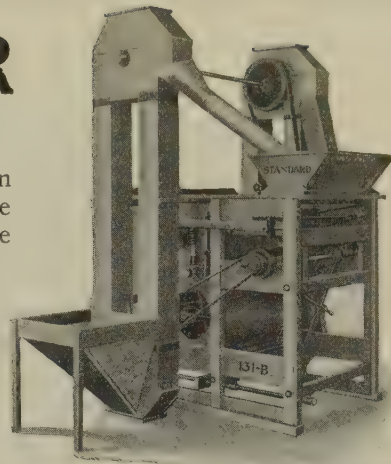
STANDARD GRAIN CLEANER

No. 234

Gives you a vertical blast for fine separations and also a suction fan for removing the dust and chaff from the building. Built in three sizes; also can be equipped with Traveling Brushes for keeping the screens clean.



Write for Prices



SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our complete catalog are shown cleaners of all sizes and for every cleaning purpose.

Let us send it to you.

THE INTERNATIONAL MFG. CO., Crestline, Ohio



REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

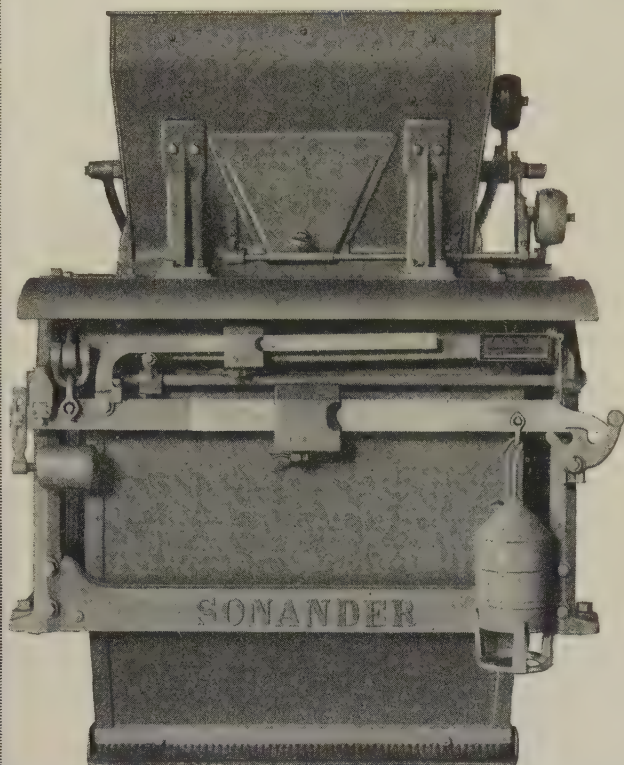
CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

LEND A HAND



in the conservation of food products. This very important matter should be taken into consideration by every grain shipper. No other food products mean more to the country than those handled by elevator men—all grains. You can do your part by equipping your plant with modern facilities for handling the incoming and outgoing grain. For instance, the

Howe-Sonander Automatic Scale

should be in your house. It promotes the highest efficiency in the weighing of grain. If you are not aware of the advantages to be derived from this automatic scale, you should send for more detailed information at once. Address any office—the one nearest you.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.

CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.

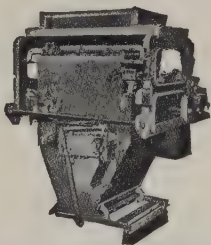
ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.

KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.

For Washington, Oregon and Idaho Business, Address Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St., PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

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RICHARDSON



AUTOMATIC

TYPE REGISTERING SCALES

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

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requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

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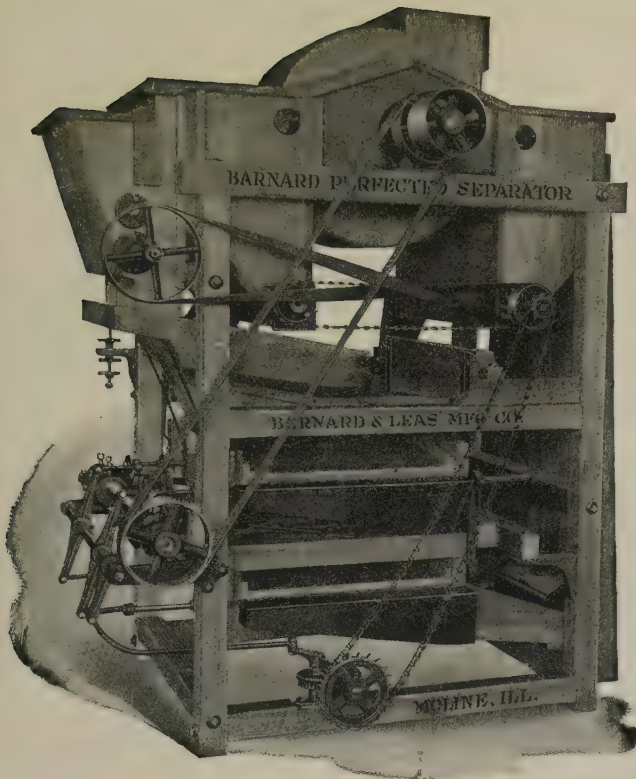
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Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

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The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS

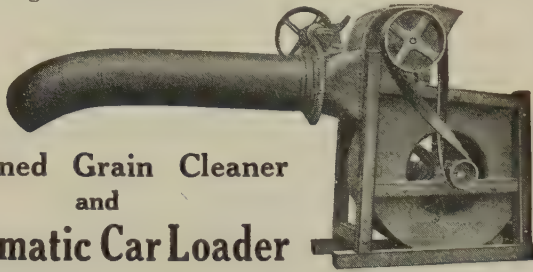
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



For a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader or Track-loader stationary and portable, write to

BERNERT MFG. CO.

759-33rd St. Milwaukee, Wis.



THE ONLY SANE, SAFE THING

to do is to install an All Metal
Fire Proof

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan



1500 Ton All Steel
Coal Storage Tank

**G-W COAL
ELEVATORS and CONVEYORS**

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

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Chicago Office: 565 W. Washington St.
Works: Hudson, N. Y.

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PAINT SERVICE**

**DIXON'S
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gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

**It Lasts Longer;
Costs Least Per Year;
Always Best Quality;
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Most Popular.**

By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

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JERSEY CITY, NEW JERSEY

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

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MAKE GOOD**

Run it in the
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Prevent
CLAIM LOSSES
with

**TYDEN
CAR SEALS**

Bearing shipper's name
and consecutive num-
bers.

6000 SHIPPERS
Are now using them.
Write for samples
and prices.



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg. CHICAGO, ILL

"Makes Car Loading a Pleasure"

Handling ear corn or small grain
with a Hart elevator is easy. It
elevates 1000 to 2500 bushels per
hour and can be used
for filling cribs or gran-
aries and for loading
cars. Machines are
portable and can be
quickly moved from
place to place, may
be operated with
either engine or
horse power.

Our Catalog
gives all
particulars.

Ask for Cata-
log giving full
particulars.

HART GRAIN WEIGHER CO.
Dept. D " Peoria, Ill.

**The Automatic Dump
Controller**

USED EVERYWHERE

WHY!

Efficiency is one of the greatest
necessities today. There will be
a vast amount of grain handled
during the coming Seasons es-
pecially, on account of the War
Situation. Therefore speed and
accuracy are very much in need.
You cannot wait to repair your
dump between loads, you must
have the equipment that will
handle your dump without jar-
ing and bumping, and without
frightening the horses.

A Soldier of the Dump, am I,
A Soldier brave and true,
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I b'lieve in great simplicity—
When the wagons drive upon the
dump,
I don't allow that jerk and bump.
I just say, Boys, "Be kerful Sil"
And gently let the ol' cat die,"
And down she sinks with ease so
sweet
That if it were a dream complete.
You could not ask for more.

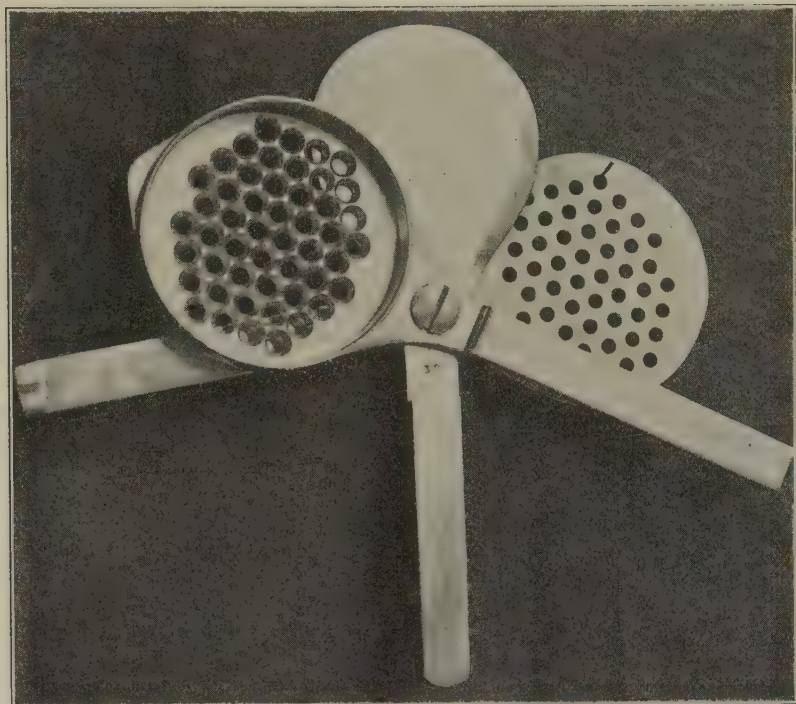
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L. J. McMILLIN
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A WHEAT TESTING DEVICE

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sub-classes the factor of the interior characteristic of the grains
shall be considered in determining whether the particular sample
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Spotting
Charges**



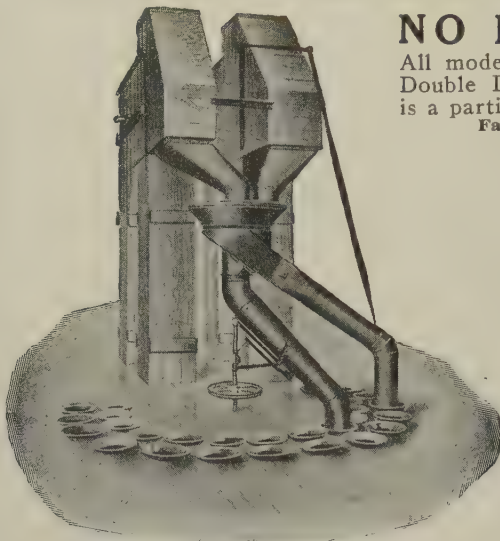
Thirty Days FREE Trial

We will send the NEW BADGER Car
Mover to your address and you can try it
out for thirty days. If it is satisfactory we
are to receive \$5.00 for Car Mover, f. o. b.
Appleton, but if not satisfactory it can be re-
turned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country
and what is more they are giving good satisfaction. With it
you can do away with spotting charges now being made by the
railroads. You will be shipping considerabl grain soon and the
cars will be dropped far down on your siding. Drop us a post card
today and we'll send the New Badger to you immediately

Advance Car Mover Co. Appleton Wisconsin



NO EXPERIMENT

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

Farmers Elevator Co.,	Sherwood, N. D.
"	"
"	Ransom, N. D.
"	Karnack, N. D.
"	Falsen, N. D.
"	Argyle, Minn.
"	Juanita, N. D.
"	Binford, N. D.
"	Tracy, Minn.
"	Niobe, N. D.
"	Emerado, N. D.
"	Wyndmere, N. D.
"	Calvin, N. D.
"	Grafton, N. D.
"	Hatton, N. D.
"	Heaton, N. D.
"	Zell, S. D.

And many more. This spout is worth your attention. For particulars, write

JAMES J. GERBER

Minneapolis, Minn.

\$2.00 Corn Demands Hall Distributors

In 1906 when one customer was paying NINE CENTS for Corn he said:—

"My Hall Distributor paid for itself today"



It was a busy day, shipping out in cars to make room. Farmers unloading in the dump constantly. The signaling device of the Hall Distributor automatically advised him every few minutes that a bin was full, thereby enabling him, from the working floor, to utilize all his bin room—to receive and handle enough extra grain on that one day with extra profit enough TO PAY THE COST OF THE DISTRIBUTOR.

One bushel of corn now is worth TWO GOLD DOLLARS.

You cannot afford to waste it, to scatter it or to mix it. It is like unto throwing away gold dust. Ask for Catalogue "B-2."

HALL DISTRIBUTOR CO., 434 Range Bldg., Omaha, Nebr.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness Construction Company

203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators



BURRELL SAFETY STEEL MANLIFT MADE FOR WOOD AND CABLE GUIDES

Meets all Insurance requirements. More "Burrell" Steel Manlifts in use today than any other make. WHY? Because they are the best and cost no more than the old style wood. Sold by all Elevator Supply Houses. Ask for a BURRELL STEEL MANLIFT. If you cannot obtain it write to us direct.

Burrell Mfg. & Supply House
KANKAKEE, ILL.



KENNEDY CAR LINERS

Prevent Leakages

Avoid Claims

Saves Money

Used by Thousands of Progressive Shippers

MADE BY

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake St.
CHICAGO, ILL.

2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

218-220 Chestnut St.
ST. LOUIS, MO.



50% Superior Construction

Plus

50% Superior Quality

Equals

100% Superior Efficiency

That's the way it will work out if you will try our REXALL DOUBLE STITCHED BELTING—a scientifically constructed belt for elevator and conveying work.

The plies cannot separate

The edges will not ravel

Bucket bolts will not pull out

Double the life of rubber belting

There's a reason why in each case—ask us to explain. Remember, REXALL CONVEYOR is built of the same special heavy 37½ ounce duck used in our elevator or leg belts.

IMPERIAL BELTING COMPANY

Lincoln and Kinzie Sts.

CHICAGO

42 Broadway, New York

525 Market St., San Francisco

616 Newhouse Bldg., Salt Lake City

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.00 per copy

GRAIN DEALERS JOURNAL

315 South La Salle St.

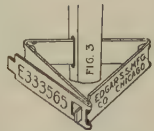
Chicago, Ill.



ALBERT MILLER & COMPANY
 Handlers of everything in
HAY and STRAW
 "CONSIGNMENTS AND ORDERS SOLICITED"

Timothy	Prairie	192 N. Clark St. CHICAGO, ILL.
Clover	Packing	
Alfalfa	Straw	

Box Cars
 10—33 ft.—60,000 cap.
 5—36 ft.—60,000 cap., all metal trucks.
 Especially suited for grain moving. Thoroughly overhauled. Prompt Shipment. Why wait on the R. R.? Own your own—you'll soon make their cost.
ZELNICKER IN ST. LOUIS

STOP THE LEAK

 by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.
 Ask us for prices and samples NOW.
Edgar Steel Seal & Mfg. Co.
 Lawrence, Kansas

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$2.00. Address,

GRAIN DEALERS JOURNAL, La Salle Street, Chicago, Ill.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal
 315 So. La Salle St. CHICAGO, ILL.

Want an Elevator? Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal

GRAIN ELEVATOR BUILDERS

**FIRE PROOF
GRAIN ELEVATORS**
DEVERELL, SPENCER & CO.
 Garrett Building
 BALTIMORE, MARYLAND

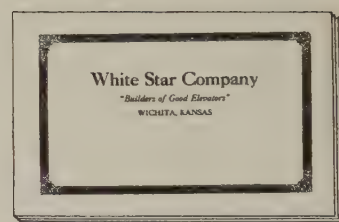
EFFICIENT ERECTING CO.
 We make plans and build up-to-date
 GRAIN ELEVATORS AND MILLS
 GEO. H. CRAIG
 6803 Parnell Ave., Englewood, Chicago, Ill.

J. E. STEVENS
 53 Devonshire St., Boston, Mass.
 Designer and Builder of
 MODERN GRAIN ELEVATORS

C. E. BIRD & CO.
 Grain Elevator Builders
 Minneapolis, Minn.

R. C. STONE ENGINEERING CO.
 320 MERCHANTS EXCHANGE
 ST. LOUIS, MO.
 DESIGNERS AND BUILDERS OF
 CONCRETE AND WOOD ELEVATORS
 CORRESPONDENCE SOLICITED

**BIRCHARD
CONSTRUCTION CO.**
 CONTRACTORS GRAIN ELEVATORS
 Mills and Warehouses
 Especially Designed for Economy of
 Operation and Maintenance
 1125 J Street LINCOLN, NEB.



**Our New Booklet
of
Elevator
Construction**

Write for Catalog C-2.

White Star Co., Wichita, Kans.

**DO
YOU**

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

Russell, Kansas

THE RUSSELL MILLING COMPANY

**NEED
HELP**

GRAIN ELEVATOR BUILDERS

Be Satisfied This Season!

"YOUNGLOVE does all the Contract calls for and MORE."

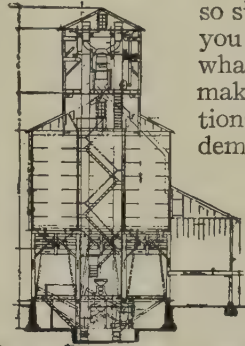
Concrete and Tile
Quick Service

Cribbed and Balloon
Guaranteed Work

REPAIR SPECIALISTS

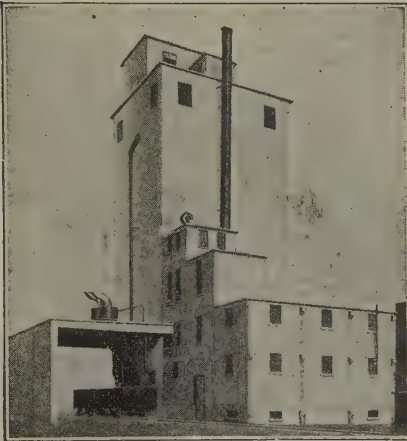
YOUNGLOVE CONSTRUCTION CO
412 United Bank Bldg. SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE
PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.



"BURRELL BUILT" GRAIN ELEVATORS
CONCRETE OR WOOD

Are the Last Word in Convenience and Economy of Operation—With a Plant One Hundred Per Cent Right, An Operator Is Free to Devote His Entire Energies to Developing Profitable Trade Without Being Handicapped by Mechanical Worries.

More Than Seven Hundred "Burrell Built" Plants Now in Operation.

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HICKOK Construction Co. MINNEAPOLIS ELEVATORS
818 Flour Exchange

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
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DECATUR ILLINOIS

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Ramge Bldg., OMAHA, NEBR.

Godfrey Mill & Elevator Construction Co.
Mill, Elevator and Warehouse Contractors
Agents for Kerosene Carburetor
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D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS
202-4 Corn Exchange, Minneapolis

Your Individual Needs
are respected when your elevator is designed and built by
W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.
Write for Details of Our System

A. F. ROBERTS
ELEVATORS
ERECTS CORN MILLS
FURNISHES WAREHOUSES
PLANS ESTIMATES
MACHINERY
SABETHA, KANSAS

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

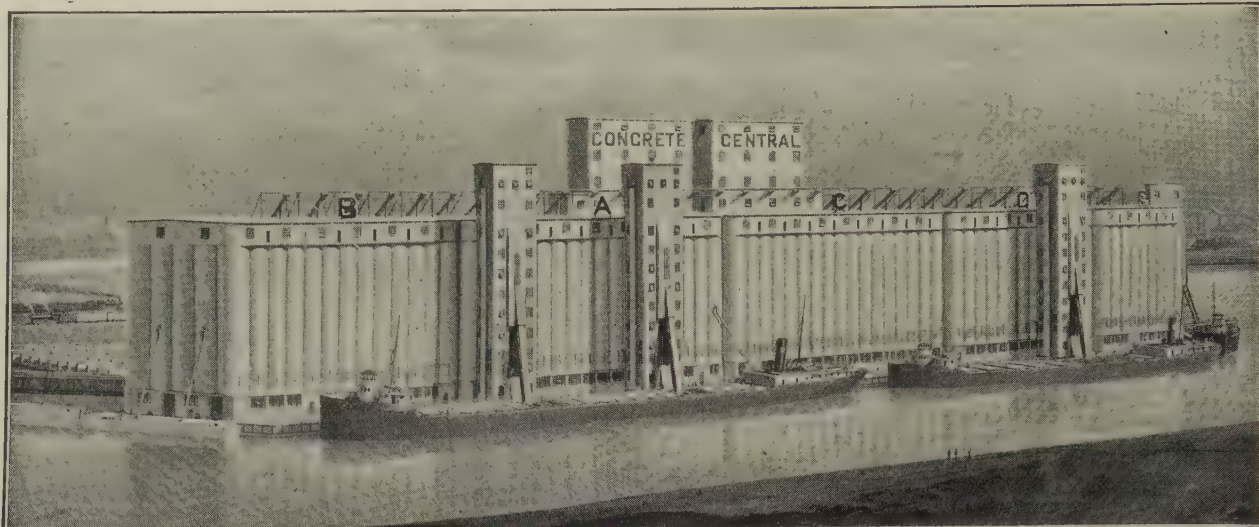
MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

"HAVE IBBERSON BUILD IT"
Write
For Our
New Booklet
T. E. IBBERSON
MINNEAPOLIS, MINN.

NEWELL CONSTRUCTION CO.
CONTRACTORS DESIGNERS AND BUILDERS
ALSO JOBBERS OF
ELEVATOR AND MILL SUPPLIES
430-432 GRANBY BLDG.
CEDAR RAPIDS IOWA



CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

FEGLES-BELLOWS ENGINEERING CO., LIMITED**ENGINEERING—CONTRACTING**GRAIN ELEVATORS, WAREHOUSES, HEAVY ENGINEERING STRUCTURES
A SPECIALTY

FORT WILLIAM, ONT.

WINNIPEG, MAN.

Canadian Government Grain Elevator

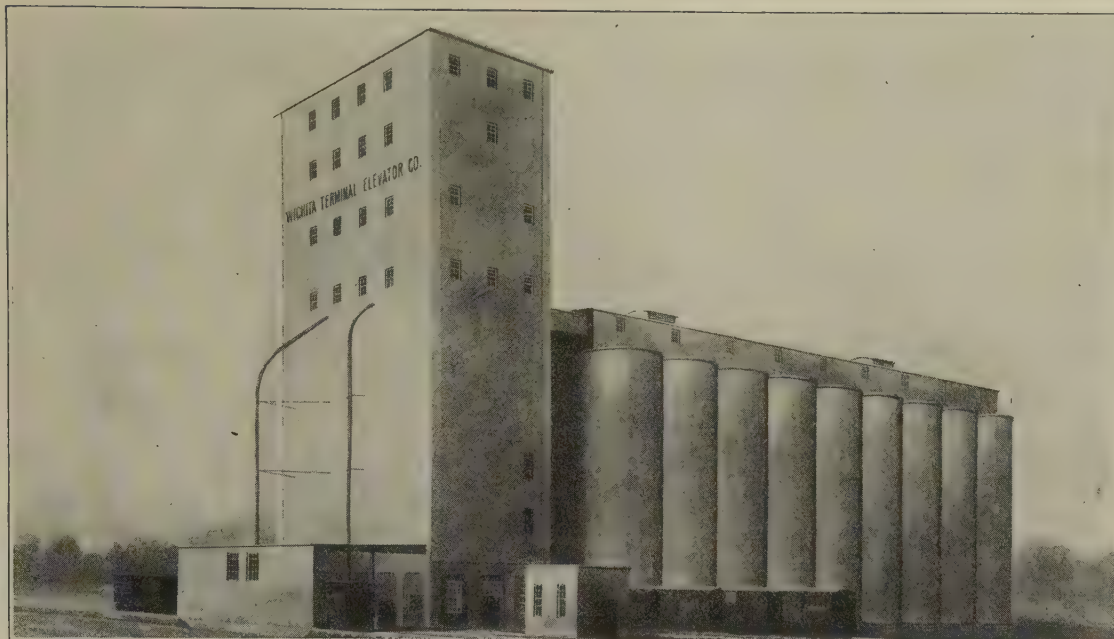
Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., LimitedOFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



Wichita Terminal Elevator, Wichita, Kansas

Now under construction. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

John S. Metcalf Company, Limited

GRAIN ELEVATOR ENGINEERS

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
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108 South La Salle Street
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35 Southampton Street
LONDON, W. C., ENGLAND



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

NORTHERN CENTRAL ELEVATOR

Now in course of construction at Canton, Baltimore, Md.,
for the Pennsylvania R. R.

JAMES STEWART & CO., Inc.

Capacity

5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

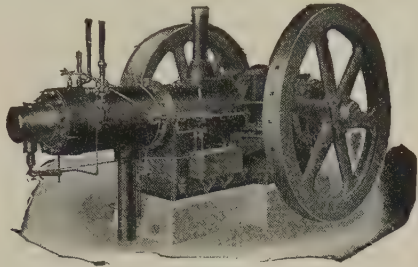


The Muncie Oil Engine

Is the ideal low cost power unit. Uses lowest grades of crude oil or fuel oil, cost from $3\frac{1}{2}$ to 5 cents per gallon at refineries. You can run a 50 h. p. Muncie for 30 cents per hour full load.

CHEAPER than any other power, better than steam, quick started, always ready for business, liberal proportions.

Sold on POSITIVE GUARANTEE. Thousands in use. Elevator owners everywhere specify the MUNCIE. Write for full particulars of saving we can make you. State size needed and we will send you catalog and all information regarding the particular engine suited for your needs.



Muncie Oil Engine Co.
516 JACKSON ST. MUNCIE, IND.

Do you handle
Farm implements
Tractors
Binder twine?

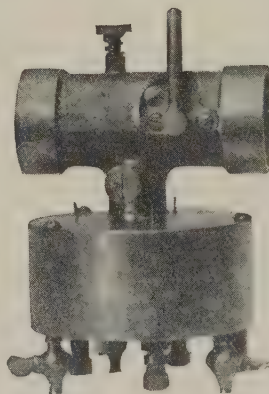
Ask for information about
our valuable service.

Farm Implement News
700 Masonic Temple
Chicago, Illinois

This Equipment

Makes a KEROSENE ENGINE
out of any make or type of engine,
and saves 60% of the Fuel Bill.
Ask the

KEROSENE CARBURETOR CO.
Peoples Life Building Frankfort, Indiana



FOUR THINGS

the advertiser considers before an advertisement is placed:

**CIRCULATION
QUALITY
INFLUENCE
RATES**

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

THE FORESTER Automatic Drain Circulating PUMP

will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

A post card will bring circulars

G. G. FORESTER MFG. CO.
MOLINE, ILL.



Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

ILLINOIS Grain Elevator. 60,000 bu. capacity; on the I. C. Ry. For particulars, address Law, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

OHIO Elevator and coal yard in Northwestern Ohio. Price \$16,000. Will pay 40% dividends; no trades. If you mean business, address Fair, Box 8, Grain Dealers Journal, Chicago.

TWIN ELEVATORS for sale; no competition here, located in Western Ohio. \$200,000 to \$300,000 business annually. Address Twin, Box 1, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA—In the best corn and oats territory, 35,000 bu. cap. elevator for sale; averages 200,000 bus. annually. Modern residence included. If interested, write Western, Box 6, Grain Dealers Journal, Chicago, Ill.

NEBRASKA 20,000-bu. Elvtr., in one of best territories of Nebraska, on the C. B. & Q. Ry., no competition. Will handle around 125,000 bu. corn this winter. Good reasons for selling. Address J. D. Curtis, Stella, Nebr.

EASTERN INDIANA Elevator. Handle coal, feed, posts, cement, tile and everything that goes to make an up-to-date business. In the heart of the corn, wheat and oats belt. Doing a big business. A bargain for some hustler. Address Joe, Box 8, Grain Dealers Journal, Chicago.

THREE elevators for sale or trade for good farm land in Kansas, Mo., Neb., or Okla. These elevators are in Northeastern Kansas. Good crops of wheat and oats. Prospects for good corn crops. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA—Two elevators on the main line of the Burlington R. R. for sale. Big crop of oats raised and prospects for big crop of corn. Reason for selling, other business elsewhere needs more attention. Address Good, Box 6, Grain Dealers Journal, Chicago, Ill.

MODERN 40,000 bushel elevator, handles 150,000 bushels' grain annually, sells 1200 tons coal, also feed and seed trade. Best location in town; well equipped and up to date; electric power. A bargain at \$8,000.00. In best part of Southwest Minnesota. Address Fund, Box 6, Grain Dealers Journal, Chicago.

MICHIGAN Grain and Bean Elevator and Hay Business. Splendid territory in Michigan. Net profits \$8,000 to \$10,000 annually. Will consider active partner to run elevator, or will sell on terms, or trade for farm. My other activities force me to offer you this wonderful opportunity. Proposition will bear closest inspection and investigation. Goodells Elevator Co., Goodells, Michigan.

ELEVATORS FOR SALE.

FOR SALE—Grain elevator at Newkirk, Okla. Cap. 14,000 bus. Handles 100,000 bus. annually of wheat, oats, corn and kafir corn. Address T. F. McGraw, Newkirk, Okla.

NORTHWESTERN OHIO 30,000 bu. capacity Elevator, Corn Cribbs and Hay Barn. Annual business 150,000 bu. Sown 3,500. Good reason for selling. Price, \$11,000. Address Lock Box 147, Bryan, O.

FOR SALE 20,000 Bushel Cap. Elevator, complete with machinery and additional warehouse. Sell Coal, Flour and Feed. Doing good business. Address Coal, Box 8, Grain Dealers Journal, Chicago.

TWIN ILLINOIS elevators, with combined capacity of about 60,000 bu. located in town of 1500, on different Rrys. tributary to Chicago, Peoria and St. Louis markets. No competition. J. A. Maguire, 6454 Minerva Ave., Chicago.

FOR SALE.

Central Ill. location. Grain, coal, lumber, building material and implement business. Elevator building cribbed; oat storage, concrete tanks. Capacity 65,000 bus. Gas-kerosene power; modern equipment, yearly shipments 250,000 bus. Address Center, Box 7, Grain Dealers Journal, Chicago, Illinois.

BUSINESS OPPORTUNITIES.

FOR SALE Feed, Coal and Elevator Business. Write Gibbs Lumber & Coal Company, Gibbs, Mo.

FOR SALE OR TRADE—100-bbl. flour mill, electric light plant and water works in a good town and grain country in Southeast Missouri, for cash or improved or unimproved real estate. If you mean business, write Bank of Puxico, Puxico, Mo.

WANTED.

YOUNG, experienced grain man with capital wants active interest in good line of elevators. Address Active, Box 6, Grain Dealers Journal, Chicago.

MILLS FOR SALE

FOR SALE—30-bbl. capacity flour mill with corn mill, saw mill and small farm. Bargain. G. C. Stone, Hurt, Va.

FOR SALE—Good 150 bbl. mill located in good wheat country. Cheap power. Write J. B. McClure Grain Co., Hutchinson, Kansas.

MILL & ELEVATOR FOR SALE.

A 24-bbl. midget marvel mill, 10,000 bu. capacity elevator, large warehouse, 15hp. Fairbanks Morse engine, large scale and small one, all modern improvements. Built in 1914. Right in the heart of wheat country. Plant is 21 miles off Railroad, but for the right parties putting on a truck it is a great opportunity for a milling and elevator proposition. Property is priced to sell. Melville Milling Co., W. H. Donald, Pres., Melville, Mont.

ELEVATORS WANTED.

WANT to buy four or five elevators in Western Iowa in good corn and oats territory. Address Box 546, Geneva, Neb.

WANTED TO BUY for cash, good elevator with profitable business in corn and oats territory. Address Ken, Box 6, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

WANTED—To buy an elevator in Western Iowa or Eastern Nebraska, doing not less than 125,000 bu. business annually. Give full particulars. Address Hill, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in a good grain and hay territory, must show average \$7,000 to \$10,000 yearly profit, no competition; a Farmers Equity if going out of business; no dead ones considered. Want full particulars first letter, possession at once. Address Lock Box 48, Van Wert, O.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. "I HAVE IT OR WILL GET IT." NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

JAMES M. MAGUIRE — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

FERRETS.

2,000 FERRETS. Prices and booklet free. N. E. Knapp, Rochester, Ohio.

MISCELLANEOUS.

WANTED—500 cars Walnut Logs. Batesville Lumber & Veneer Co., Lawrenceburg, Indiana.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

SITUATIONS WANTED.

POSITION WANTED: as Manager, by capable Grain man. Six years experience in Grain, Feed and Coal. Will work on salary or per cent. References furnished. Address Ex. Box 8, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Position in the grain business; have had 3 years exp. in elvtr.; 34 years old, American; married, two children. Don't drink or gamble. Want good substantial salary. Good ref. Address Oil, Box 3, Grain Dealers Journal, Chicago.

WANTED by JAN. 1st: Man with 20 yrs. experience in Grain business, who has also handled stock & other side lines, wants to make a change. Will consider either Farmers' or Private Co., or will travel. Address, Sub., Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED As line manager by middle aged man with a life time's experience, employed at present as line manager, but desire change. Good reference. Want permanent position with good grain or milling company. Address Geo., Box 8, Grain Dealers Journal, Chicago.

SITUATION Wanted change for personal reasons. Real live-wire as Mngr. of one or more elevators; 28 yrs. old; married. 10 yrs. experience; 4 yrs. successful managing largest grain shipping point in N. W. Ohio. Very best ref. from former and present employers. Address Personal, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. country elevator by capable, energetic married man. 30 yrs. old; 8 yrs. exp. in operating country elevators. Can keep house in good order. A-1 ref. Address Throw, Box 4, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Good all around second man in elevator. German preferred. Address Plant, Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED a good, experienced engineer and all around elevator man; married, with small family. No boozier. Steady job at good wages to right man. Chase Grain Co., Chase, Indiana.

WANT competent, experienced man to handle correspondence, developing business; also claim correspondence. Good position to right man. Address Strong Trading Co., Wichita, Kas.

WANTED Second man for country elevator. Best of wages and steady employment; good chance for advancement. Address Chance, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED Elevator man with experience in handling wheat corn and kaffir, in Kansas or Oklahoma, to handle country station. Give references in first letter, state where and how long you worked, and what salary expected. Maney Export Co., Oklahoma City, Okla.

WANTED—A man for Central Indiana elevator. One man house. One about thirty-five years old who can run elevator and keep simple set of books. No boozier. Address C, Box 5, Grain Dealers Journal, Chicago, Illinois.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

GRAIN TESTER FOR SALE.

FOR SALE—Hess moisture grain tester. For price, address Nutriline Milling Company, Ltd., Crowley, Louisiana.

FOR SALE two six hole moisture testers, in good condition. C. C. Davis, 320 Postal Bldg., Chicago.

FOR SALE One two-burner Brown Duval Moisture Tester, first class condition; used only last season. Price \$35. Delivered any point in Iowa, Illinois, Minnesota, or So. Dakota. The Moses Rothschild Co., Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED—Man with capital to handle new wheat crop. \$250,000 business last year. Handle coal, implements, feed and flour in town of 1,500. Address Free, Box 1, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED in a 25-bbl. American Marvel Mill, who can act as manager, and understands milling. Mill in good wheat and dairy country. On railroad. For further particulars, address R. B. Box 8, Grain Dealers Journal, Chicago.

BACK NUMBERS
GRAIN DEALERS JOURNAL
WANTED

Will pay 25c a copy for Grain Dealers Journal Vol. VII Nos. 1, 2, 3, 4, 5, 6, and 7, also for Vol. VIII Nos. 9, 10, 11, and 12. Address A. Keady, Room 507 Traders Bldg., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES REPAIRED AND SOLD
50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.
COLUMBIA SCALE CO.
1009 West Ohio Street Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

A Trial Order

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar Fifty-five Cents.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

MACHINES FOR SALE.

WANTED Second-hand 30 ft. 6 in. steel conveyor. In good condition. Address Moore & Matthews, N. Benton, Ohio.

ONE No. 1 Joliet shuck sheller, mounted ready to work; has shelled less than 4,000 bu. corn. Will take \$225.00, and load it on car at this place. Reason, selling, am closing out my farm machinery. P. H. Robinson, Harrold, Tex., care Robinson Grain Co.

New and Practically New
Belting, Transmission, Equipment,
Gas and Gasoline Engines, Electric
Motors, etc.

Send us your inquiries.

WAYNE MACHINERY COMPANY,
Fort Wayne, Indiana.

BARGAINS AND QUICK SHIPMENTS.

Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

George J. Noth, Manager,
No. 9 So. Clinton St. Chicago, Ill.

FOR SALE—MACHINERY AT BARGAIN PRICES.

- | | |
|---|----------|
| 1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new..... | \$225.00 |
| 1—No. 177 "Barnard & Leas" double side shake milling separator, capacity 250 bu. per hr., brand new | 350.00 |
| 1—No. 204 "Eureka" counterbalanced milling separator, capacity 450 bu. per hr., rebuilt..... | 300.00 |
| 1—No. 198 "Eureka" milling separator capacity 60 bu. per hr., rebuilt | 120.00 |
| 1—No. 197 "Eureka" milling separator capacity 45 bu. per hr., rebuilt | 105.00 |
| 1—No. 4 "Invincible" milling separator capacity 80 bu. per hr., rebuilt | 120.00 |
| 1—40 bu. "Buffalo" Hopper Scale, rebuilt | 50.00 |
| 1—100 bu. "Fairbanks" Hopper Scale, rebuilt | 75.00 |
| 1—200 bu. "Fairbanks" Hopper Scale, rebuilt | 85.00 |

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.

Est. 1872 **B. F. GUMP CO.** Inc. 1901
431-437 S. Clinton St. Chicago.

MACHINES FOR SALE.

FOR SALE Two seven inch, nine feet Flexible Loading Spouts, used only a few months, \$5.00 each. The Moses Rothschild Co., Chicago, Ill.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

I WILL sell the machinery of a 25-bbl. cap. flour mill, which I recently purchased, as I only want to take care of feed business. If interested, write E., Box 8, Grain Dealers Journal, Chicago.

ENGINES FOR SALE.

FOR SALE 1-15Hp. Otto Gasoline engine, equipped with magneto. Reasonable. B. C. Godfrey & Sons, Elkhart, Ind.

FOR SALE One 10 H. P. Fuller and Johnson Gasoline Engine. First-class condition. Price, \$175.00. Foster Bros., Tomahawk, Wis.

FOR SALE—One twenty horse power "Muncie" oil engine, run less than thirty days, guaranteed to be as good as new. For full particulars, address Southwestern Engineering Company, Springfield, Mo.

FOR SALE—50 hp. Fairbanks-Morse kerosene oil engine, modern air starter; new, absolutely guaranteed, ready for delivery. Costs only \$1.25 per day to operate. Virginia Equipment Company, Oak Harbor, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE An 18 H.P. horizontal automatic, center crank, Clark Engine, run thirty days; in good shape. Pulleys 7/30"; 10/30". Former price, \$185.00. Present cash price, \$90.00 f. o. b. Brothers, Ill. Address John Fritz, Oakwood, Ill.

ENGINES for MILLS, ELEVATORS, FACTORIES and Farms; for AUTOS, TRUCKS, BOATS, ICE SLEDS and HYDROPLANES. Largest dealers in engines for every purpose from 1 to 100 HP. State your power needs and let us quote. Badger Motor Co., Milwaukee, Wis.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

STEAM ENGINES—BOILERS.

FOR SALE Boiler and Engine. 65 H.P. Address Klok Bros. Co., Cincinnati, O.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

If one of your employes is "shirking" get hard-hearted and insert an ad in the "Help-Wanted" columns of the Journal.

SCREENINGS WANTED

WANTED—Grain screenings and seed screenings. P. L. Zimmermann Company, St. Louis, Mo.

WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

WANTED—Wheat screenings, sunflower seed and any other grain for chicken feed, also Beet pulp. Mail samples. E. S. Dixon & Co., Houston, Texas.

MILL SCREENINGS.

Highest prices paid for wheat screenings and general mill feedstuffs, also acorns and wild nuts. Small or large lots. Give quantity and spot cash prices.

Henry G. Hillier,
Benton Harbor, Mich.

GRAIN WANTED.

WANTED BUCKWHEAT IN CAR LOTS:
HIGHEST PRICES PAID.
BLODGETT-HOLMES CO.,
JANESVILLE, WISC.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

HAY CORN AND OATS WANTED

Want several hundred cars Alfalfa, Timothy, Sorghum, Oat Straw and Prairie Hay. Also want Oats and Ear Corn. What have you to sell? Name best prices.

B. E. MILLER, CARLTON, TEXAS

BARTER AND EXCHANGE.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

WRITE FOR LIST OF

\$50,000 stock of new and used
Pulleys, Shafting, Hangers and
every description of Power
Transmission Machinery.

LEATHER, RUBBER and CANVAS

BELTING

TEUSCHER & SON
MACHINERY SUPPLY CO.

527 N. 2nd St. St. Louis, Mo.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

FOR SALE—Selected, re-cleaned Mediterranean Seed Wheat E/W sacks, Modern Milling & Mfg. Co., Waxahachie, Texas.

WANTED To buy carload Marquis Spring Seed Wheat. Always in the market for Choice Red Clover, Timothy and Soy Beans. Send Samples and Prices. E. F. VERRY & SONS, ARMINGTON, ILL.

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

THE STANFORD SEED CO.
BUFFALO **TIMOTHY** — **CLOVER** — **ALSIKE** — **ALFALFA** — **GRASSES** **N. Y.**
Buyers and Sellers—Car Lots—

The Mangelsdorf Bros. Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

OTTO SCHWILL & CO.
Memphis, Tenn.
GARDEN and FIELD SEEDS
Also Onion Sets, Poultry Food, Bee Supplies

FOR SALE
GENUINE
MAMMOTH CLOVER
CRAWFORDSVILLE SEED CO.
Crawfordsville, Ind.

We are in the market for
high grades of all
Clovers and Timothy
also
all mixtures containing
White Clover
WM. G. SCARLETT & CO.
Baltimore, Md.

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

HAY WANTED.

WANTED Alfalfa, prairie, Timothy Hay, Snap Corn, Oats and Mill feeds. Will buy in large or small quantities from any place. Lewis & Knight, Dallas, Texas.

POP CORN FOR SALE.

FOR SALE About 25 bu. Pop Corn. 6c per lb. Winfield Elevator & Supply Co., Winfield, Iowa.

WINTER VETCH
NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

SAMUEL MCCAUSLAND
Belfast, Ireland
Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds. Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

RUSSELL SEED CO.
Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat
MEMPHIS, TENN.

Crabbs Reynolds Taylor Company
Crawfordsville, Indiana
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

H. W. DOUGHTEN, 59 PEARL STREET, NEW YORK CITY
Importers, Exporters and Jobbers
Grass and Field Seeds
We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

MINNEAPOLIS SEED CO.
DISTRIBUTORS

FIELD SEEDS
TIMOTHY and MILLET Our Specialties

Directory
Grass Seed Trade

ATCHISON, KANS.
Mangelsdorf Bros. & Co., The, wholesale seeds.
BALTIMORE, MD.
Scarlett & Co., Wm. G., whse. seed merchants.
BELFAST, IRELAND.
Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Samuel, ryegrass and dogtail.

CHICAGO, ILL.
Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CLAREMORE, OKLA.
The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.
GIBSON CITY, ILL.
Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.
Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.
Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.
Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.
Louisville Seed Co., clover & grasses.

MACON, GA.
Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.
Schwill & Co., O., garden and field seeds. Russell Seed Co., all southern seeds.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds. L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.
Doughten, Inc., H. W., grass & field seeds. Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.
J. Goldsmith & Co., grass seeds, peas, grain. Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.
Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.
Heiberg, M. A., wholesale seed merchant.

FOR IMPORT—25 TO 100 TON LOTS
NEW CROP JAPANESE
DWARF ESSEX
RAPE

MAXIM HERSHEY SEED CO.
"THE IMPORT COMMISSION HOUSE"
81 NEW ST. NEW YORK CITY

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED TO BUY Timothy, Alfalfa and sweet clover seed. Oshkosh Seed Co., Oshkosh, Wis.

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

SEEDS FOR SALE.

FOR SALE—Sunflower seed, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—Millet in carlots, both hog and golden. John E. Spelts, Julesburg, Colo.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses. Crested Dogstall. John Lytle & Sons, Ltd., Belfast, Ireland.

SEEDS FOR SALE.

FOR SALE—Black Hills alfalfa seed; \$6 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

WE ARE in the market for Medium Red Clover and Alsike. Mail samples and prices in first letter. E. G. Lewis Seed Co., Media, Ill.

RUDY-PATRICK SEED CO.
ALFALFA—TIMOTHY
KANSAS CITY, MO.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

L. Teweles Seed Co.
Milwaukee Wisconsin
Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed
SEED CORN FIELD PEAS

We are buyers and sellers continually of
CLOVER, ALSYKE, TIMOTHY, ALFALFA
carlots or less.

Sample envelopes on request. Send us samples of what you have to offer.

Write or wire when in market.
T. H. COCHRANE CO.
PORTAGE WISCONSIN

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

CLOVER SEED--TIMOTHY SEED
That order for clover or timothy futures
"Send it to Zahm"
J. F. ZAHM & COMPANY, Toledo, Ohio
Here since 1879 Ask for our daily Red Letter—Free

THE CRUMBAUGH - KUEHN CO.
We pay top prices for seeds. Your track or Toledo. Send samples.
TOLEDO, OHIO
CLOVER
Samples, prices and our market letter upon request. Cash and futures.
ALSIKE TIMOTHY ALFALFA

CLOVER INVESTORS
Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsyke, timothy.
SOUTHWORTH & CO., Toledo, Ohio
GRAINS—SEEDS—PROVISIONS

HENRY HIRSCH
WHOLESALE FIELD SEEDS
CLOVER — ALSIKE — TIMOTHY — ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

THE
ILLINOIS SEED CO.
CHICAGO, ILL.
We Buy and Sell
Field Seeds
Ask for Prices
Mail Samples for Bids

CAR LOTS OR TON LOTS
RAPE SEED
Canary Seed Hemp
Sunflower Timothy Peas

WE BUY
Kentucky Blue Grass
Hairy Vetches
Orchard Grass Seed
SEND US YOUR SAMPLES

I. L. RADWANER
Seed Merchant
Office and Warehouse
83-85 Water St., New York City

FIELD **SEEDS** GRASS
Poultry Feeds

Timothy
Clover
Alfalfa
Millets
Cane
Kafir
Popcorn
Lawn Grass

The Albert Dickinson Co.
ESTABLISHED 1855
Minneapolis Chicago

“OVER THE TOP”

When Arthur Guy Empey, the fighting American soldier with the English army in France, coined the phrase “Over the Top” he gave expression to an ideal not alone associated with warfare in the trenches. To excel, to serve, to help make the world better and its burdens lighter, all mean that we should go “over the top,” over the best that has been done before, making the best still better.

“Over the Top” is OUR aim, and OUR record as a sales and general service organization in the handling of grain and seeds. We would be satisfied with nothing less—putting footprints on the highest peaks of progress.

LOWELL HOIT & CO.
GRAIN and SEEDS

52-54
Board of Trade
CHICAGO

135
Merchants Exchange
ST. LOUIS

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.55; two years, \$2.85; three years, \$4.00; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, OCTOBER 25, 1917

CONCRETE cannot be safely poured during freezing weather and many failures have been known to occur where its pouring was followed by low temperature. Grain dealers who expect their plant to retain its strength must guard against freezing.

GRAIN DEALERS who refuse to be convinced that food will win the war, must admit that the soldiers cannot win battles unless they have ample food. Do not waste grain, or permit others to waste it, and use every facility at hand to conserve the supply marketed.

THE DIVERSION of several cargoes of Canadian wheat to American mills and the planning for the importation of a portion of Australia's large surplus may stir the farmers who are holding wheat sufficiently to prompt them to market early all they can spare.

SCOOPERS will not be recognized by the Food Administration. As they have no grain storage facilities, no license will be issued to them, so elevator operators disturbed by scooper competition should induce their local authorities to arrest the irresponsibles for doing business without a license.

WHEATLESS WEDNESDAY quickly met with favorable response by citizens in all sections and corn bread is being used on tables where it has never appeared before. The less wheat we use, the more we can spare to the soldiers of the Allies and surely everyone is anxious to win the war and stop the slaughter.

A DUST EXPLOSION is credited with the destruction of a large quantity of grain in the big elevator fire in Brooklyn last week, so the trade is furnished with additional proof of the necessity of equipping all grain handling plants with modern dust collecting apparatus. The dust hazard is ever present and must be guarded against, if life and property are to be preserved.

THE BIG carload reported in "Letters" this number calls to mind that most of the overloaded cars leak continually in transit and occasionally wreck a train, not only wasting their own contents, but destroying much of the freight in other cars, so that the so-called economy effected thru loading cars to the roof is a will o' the wisp that leads to greater waste than even lightly loaded cars.

NEW CORN is not likely to move in large quantities until December, and even then it will be marketed under restrictions, as future contracts cannot be entered into by purchasers for this year's delivery. While the distilling demand may be somewhat reduced, the increased demand from abroad and for corn meal at home will easily offset any reduction effected by the discontinuance of distilling for beverage purposes.

SPONTANEOUS COMBUSTION of cobs is credited with having started a fire in an elevator at Redmon, Ill., recently. This same cause has been credited with starting many fires in the past, until the insurance companies specializing in grain elevators long since demanded that cobs be stored in buildings at least 20 feet from the elevator and separated from the boiler room by means of a fire wall. The danger of this hazard is sufficiently established to entitle it to be corrected by every elevator owner desiring to save his plant from the flames.

THE FARM TO TABLE plan of selling foodstuffs by parcel post is a failure. Postmaster General Burleson admits it has not come up to the expectation of the Post Office Department. Only about one piece per route per day is taken from the rural district to the city. The Postmaster General attributes the lack of success to the solid entrenchment of the retail system of distribution, and admits that the retail way of distributing merchandise is based upon sound economic principles and therefore can not be destroyed. Someone shud tell Vrooman.

THE SAFEST COURSE for the dealer to pursue when small lots of grain are offered to him with no prospect of a carload being accumulated within a reasonable time is to induce the farmer to haul it to another dealer. The little profit that will be realized from a few hundred bushels of grain will not compensate for the trouble of asking the Food Administration Zone Agent for a modification of the license to permit of carrying it longer than 30 days.

SOFT CORN, with all the problems which accompany it, is again with us. Those dealers who equipped their plants to handle the watery grain are the only ones who can see anything ahead but endless trouble and worry. There will undoubtedly be a frantic scramble for drying and conditioning machinery, and because of the abnormal conditions prevailing in the supply of labor and material the manufacturers will not be able to supply the needs of all corn handlers.

CANADIAN OPERATORS of country elevators are experiencing difficulty in obtaining financial advances from the banks, which seem to doubt the authority of the grain supervisors to establish a fixed price for wheat, and in the absence of a future market the bankers are unable to formulate any reliable opinion as to the value of wheat. However, it is expected that as soon as the government's price becomes well established, they will not hesitate to recognize it and advance money as usual.

THE FORECAST made by Mr. Gerstenberg in his address to the Illinois Farmer Grain Dealers at Galesburg that by July 1, 1918, federal grades for oats and rye will have been promulgated should provide an additional incentive to grain handlers to familiarize themselves with the grades already in effect. To one who understands the corn and wheat grades it will be a simple matter to learn and adopt grades for other grains, but he who procrastinates in the hope that the whole plan of standardization will finally be abandoned is but cultivating trouble for himself.

THE NEED of a self-cleaning boot or of seed elevating apparatus which will prevent the mixing of different kinds of seeds handled in bulk, is most vividly depicted by the query of a Kansas handler in our "Seeds" department this number. While it is possible to elevate grain and seeds by suction, it is generally presumed that the expense of such handling is so much greater than by the mechanical facilities generally in use, that the pneumatic system is recommended only in special cases like the one presented by our Kansas correspondent. The pneumatic system of conveying grain has long been used in Europe and at present is being used in some places in this country.

DEALERS who have wheat screenings containing weed seeds for sale should caution the farmers who purchase the screenings against feeding it to breeding stock. According to a Canadian physiologist, as reported in this issue of the Journal, some weed seeds act in an injurious manner on the unborn young. Until the identity of the noxious seed is determined it would be well to use screenings in which weed seeds are present as a fattening feed only.

GRAIN DEALERS who feel that the Food Administrator has taken their business away from them should not overlook the fact that the large crop promised for next year will make their facilities and their services more necessary to the prompt marketing of the grain than ever. The short wheat crop and its slow movement, combined with the strong demand for flour, has encouraged the quick movement of all supplies direct to the millers rolls, so the usual stores have not been accumulated.

FOR YEARS the railroads insisted on ignoring the elevator man's requests that grain doors be not piled near his house; and now they are issuing instructions to their employees to require the dealer to store the doors inside the elevator, or to remove them from the premises. The requirement is a wise one, but the railroads should not take all of the credit to themselves. The matter has been called to their attention many times in the past, tho one would think a vital principle has been suddenly discovered so great is the activity that has recently sprung up.

EVERY patriotic grain elevator operator owes it to himself and to the cause of humanity to do everything in his power to save grain and prevent its loss or waste, either thru leaky spouts, leaky bins or leaking cars. All leaks contribute not only to the world's waste, but to the personal loss of the waster. The present high values are alone sufficient to warn each elevator operator against the use of wasteful facilities. Spouts, bins and old cars can easily be overhauled and repaired and the cost of the repairs will quickly be offset by the waste prevented.

DEALERS WHO experience difficulty in handling wheat satisfactorily on the new Federal Grades, should not overlook the fact that the law permits them to handle wheat by sample. Rumor has it that this method is to displace the handling of wheat by grades in the northwest. Millers have learned to buy wheat on the old grades suited to their needs, and they seem to experience considerable difficulty in adapting their needs to the new grades. Many have always bought by sample and used the official grade merely as an aid in judging of the quality of the grain. By judging all shipments from the sample, purchases will probably prove more satisfactory to the average miller than under the Federal Grades.

FROSTED CORN promises to make no end of trouble for corn handlers of the northern sections of the corn belt. So much of the corn failed to mature before the frost caught it that corn growers above the frost line will have to keep on guard every minute, lest the huskers throw in enough soft corn to spoil the whole lot. Cribbers who put by corn for spring shelling owe it to themselves to inspect every load carefully as it is thrown into their cribs, otherwise they too will suffer a great loss on soft mushy grain which will not improve with storage.

SPECULATION is no part of grain merchandising or of the commission business, and a condition precedent to joining many firms of high standing is an agreement by the new member not to speculate. When a member of a firm not bound by such agreement plunges heavily with his own margin on the firm's capital it is sometimes too difficult to decide whether the firm or the individual should take the profit or bear the loss. If firm members with speculative proclivities will place their margins and orders with other firms there would be less question about the ethics involved.

ANOTHER HEARING in the 15% rate advance case has been set for Nov. 5 before the Interstate Commerce Commission at Washington. The western railroads are expected to join with the eastern in demanding financial assistance from the I. C. Commission. Their demands are so persistent that the Commission, in view of the fact that it has not granted any advances for a couple of months, may accede to the plea of the railroads and grant a small advance on some commodities, so it behooves shippers who are accustomed to selling for future delivery to bar long time contracts.

PUBLICATION of the records of inspections by federal licensed inspectors has just been made by the Bureau of Markets in Regulatory Announcements No. 23 and discloses that the purpose of Sec. 7 of the Grain Standards Act can not be accomplished, in so far as it requires a "correct record of all grain inspected, showing the name of the elevator to which it was delivered or from which it was shipped." The law practically undertook to make the inspector perform the functions of a state grain registrar without providing him with the means to check up the movement of grain. The chief of the bureau, in giving out the summary required by the law, states that the figures are inaccurate because "Inspection of grain as conducted in the majority of markets is made, not at the time of delivery of grain to an elevator or warehouse, but as soon as possible after arrival of the grain at the market, after which the grain may be reconsigned or sold on track." The immense amount of labor and expense involved in making these useless detailed reports could be saved by an amendment striking out this provision of the law.

IT HAS been tartly suggested that the government reduce its price for wheat 5c a bushel each month until the beginning of the new crop, in the hope of inducing hoarding farmers to bring out their wheat. Two cents per month reduction would seem to be much better, as it would not be possible or desirable for all farmers to market all of their wheat immediately, and country elevator men would not buy it when a fixed reduction of 5c might confront them because of their inability to obtain cars for this month's shipment. However, if the wheat buyers persist in advising farmers to sell because of the impossibility of getting more for this crop or the next, the movement of wheat from the farm should soon increase.

SUPERIOR, WIS., has an ordinance providing for a commissioner of grain salvage, and Dr. McDowell has been appointed to this high office, so that all grain left in the cars unloaded at the elevators of Superior will be swept out, sold for food and the proceeds used to defray the expenses of the department. Why it has not occurred to Superior's city fathers to require all grain to be swept out at the elevator sink and thus credited to the account of the man who owns it, is not clear, but it is to be presumed that shippers have failed to raise the question of ownership and the politicians want more places for their ward heelers, so the ordinance and the commissioner have resulted. The politicians have simply taken advantage of the cry for conservation and provided for a gang of buzzards to prey upon the shippers who patronize their market.

Mixing and Cleaning at Country Points.

Fortunate indeed is the country elevator man who is well equipped to classify and grade accurately all wheat offered for sale, and to clean and mix it after he has purchased it. While the agents of the Grain Corporation are not averse to millers mixing and cleaning wheat they buy, the terminal elevator man is forbidden to treat wheat in any way. The Corporation has seen fit to mix a number of cars, in the hope of making them more desirable by certain millers, but the same elevator men who did the work for the Grain Corporation are forbidden to do it for themselves, so the way is open for country elevator men to profit more by cleaning and mixing than ever before.

The difference in the fixed prices of the different grades is sufficient to make a handsome profit for any country elevator man who handles much wheat. Naturally some have been quick to avail themselves of the opportunity and a large percentage of their shipments are grading No. 2. The same country shippers are docking the farmers for dirt and foreign matter contained in the wheat, then removing it, so that they will not be docked at destination. All who desire to increase their profits from handling wheat at country stations should equip their plants to put all purchases in prime marketable condition before loading into cars. The profits will soon exceed the cost of machines needed.

Freight Congestion Promised.

The car shortage on Oct. 1st, according to the American Railway Ass'n, was approximately 70,000 cars, or nearly twice as many as on Sept. 1st. No doubt the movement of oats will soon begin in earnest and the demands upon the carriers from many other lines of trade will be greatly increased. The movement of freight is heaviest during the fall and winter months in normal times, and at present a reduction is not looked for.

According to the Railway Age Gazette, the railroads of the country handled during July with each car and each locomotive 50% more traffic than the same roads handled during the same month of 1915, and all kinds of traffic have continued to increase since then, so that today the railroads are handling more freight than ever and they have been doing this for months, until both locomotives and cars are greatly in need of repairs and additions.

The approaching winter season with its snow and ice, and difficulty of keeping up steam, bids fair to effect a material reduction in the freight handling capacity of the northern roads, unless all parties at interest heartily co-operate in facilitating the prompt loading and movement of equipment. Any delay must reduce the carrying capacity of the railroads and work a hardship upon many who are still standing in line, waiting for transportation. When disposed to hold grain for a better market bear in mind that the car shortage is expected to grow materially during the balance of this year.

The Loading Capacity of Spouts.

The wide variations in the capacities of car loading spouts, as reported in this number by a number of elevator superintendents, proves conclusively that much is to be learned as to the proper method of expediting the loading of bulk grain. The varying experiences with square spouts and round spouts of different sizes and of loading spouts with a different slant and taper is conclusive evidence that the movement of bulk grain through spouts is largely influenced by minor factors, which engineers seem not yet to have fully recognized. The demand for a clean working house seems to require that all spouting be closely connected, so as to prevent dust getting out into the house, but with the making of all joints tight, the air compression in the spouts seems in some cases to have been sufficiently increased to retard the fall of the grain.

Upon the loading capacity of any elevator largely depends its efficiency. If the loading spouts are not so arranged as to permit the rapid loading of cars, that congestion backs up to the receiving sink and materially reduces the handling capacity of the elevator. The fewer the turns and the smaller the angle

made by loading spouts, the more rapidly will the grain flow to the bifurcated spreader at the bottom, and upon the proper curve and taper of the spreader largely depends the ability to load cars to capacity without trimming.

The loading capacity of car spouts has for months been receiving considerable attention from the elevator men of Buffalo, where most of the large receipts from the lake vessels are now spouted to cars. It is generally admitted that great improvement is possible and some of the cut and try superintendents, with their usual persistence, are determined to keep changing until they find the essential requirements of a car loading spout of maximum capacity.

The Southwestern Muddle.

More trouble is being experienced with the administration of the Food Control Law in the Southwest than anywhere else, due principally to misunderstanding on the part of the head of the milling zone and the Agent of the Grain Corporation as to the limitations of their authority and the intent of the head of the Grain Corporation. The wheat shortage in the Southwest, combined with the shortage of coarse feedstuffs, the dissatisfaction of the wheat producers, the strong milling demand and the active occupation of the farmers in the material increase in the wheat acreage, have all helped to delay the marketing of wheat and increased the difficulties of the representatives of the food administrator in that section.

It seems quite evident that the millers of the Southwest will be able to grind all the wheat produced in that section without running full time, altho they are all running to capacity when they can obtain the grain. When the 1918 wheat crop begins to move and the price guaranteed by the government drops to \$2 (basis central markets), the farmers will busily occupy themselves in scraping their bins, in order to get the extra 20c per bushel.

As the law and its intent becomes better understood by all parties concerned, it will become easier for those affected, as well as the administrators, but there seems to be need of much careful study, by all, of its provisions, as well as the regulations issued by the department, to the end that all may work harmoniously for facilitating the economical marketing of wheat.

Some foxy millers of the southwest, quick to take advantage of the privilege granted them of buying all the wheat offered by farmers, leased many elevators or bins from independent elevator owners, and greatly increased their daily purchases of wheat from farmers. Inasmuch as this would work an injustice upon many millers who had no leased

bins or elevators at different points, the Food Administrator is reported to have forbidden the shipment of wheat from any station to a mill without the consent of the zone agent.

Why So Many Poor Elevators?

A Montana correspondent in our department devoted to "Letters" again points out some deficiencies and faults common to many of the country elevators erected during recent years. He rightly states that too many contracts for elevators are being let by men who have no clear conception or understanding of what is needed to handle grain, consequently they do not hesitate to let their contract to the cross roads carpenter, who puts in the lowest bid. Secretary Steinhart in his observations before the recent meeting at Galesburg, also takes a crack at the wretchedly constructed elevator, just as many others have done in our columns before. People inexperienced in the grain business, who insist upon letting contracts to inexperienced builders, without either plans or specifications, must expect to get monstrosities that will handle grain in a very expensive manner, if at all.

One Illinois elevator recently visited by a member of our staff has two dumps, neither of which is satisfactory, and grain can be handled only with the greatest difficulty. It is the old story of "Penny wise pound foolish." The man who lets a contract to the country barn builder as a rule overlooks the fact that the cost of installation is paid but once, while the cost of operation is paid daily during the movement of grain so long as the plant is in use.

The experienced grain man would not think of erecting a plant on any other than a heavy substantial foundation. He will see to it that the elevator is well built, that it is conveniently arranged and supplied with ample power to work every leg and every machine to its full capacity when necessity demands, and when his plans are all set down in black and white to his own satisfaction, he submits them to a fire insurance inspector, who has made a study of the hazards of grain elevators, and by acting on his suggestions generally reduces the cost of his insurance materially, and thereby effects another saving in the cost of operation.

Every firm loaded down with one of these poorly arranged and wretchedly equipped plants is handicapped from the start, and must necessarily work overtime and employ more labor and power in order to handle the same amount of grain from wagons to cars. When men filled with a determination to engage in the grain business obtain the services of men of experience and let their contract to a builder who understands what is needed, the number of white elephants will be greatly reduced.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Big Car of Oats.

Grain Dealers Journal: We had on the market here today (Oct. 23) a car of oats consigned to us from Iowa in which there was 94,940 pounds or 2,966 bushels and 28 pounds of No. 3 white oats. This is the largest load of oats we have handled in our time. The shippers certainly were bearing in mind the advice from the Government to load all cars heavily.—W. S. Nicholson Grain Co., Robert Nicholson, Kansas City, Mo.

Easily Established Competition Forbids Building Better Elevators.

Grain Dealers Journal: In reply to Mr. Younglove's statement on page 473 of the Journal for Sept. 25, will say that I have traveled considerably in North Dakota, and a little in Minnesota and Montana. I have found the average country elevator in very poor condition. At one station one will find a balloon house, at another a 5 horsepower engine carrying a 10 h. p. load and any number of 12 foot driveways, attached offices and power houses. In some cases a chain drive to head, or worse a chain drive to boot, sometimes a chain leg, or a small work floor and a large cleaner, small pits, sometimes only a front pit, no choke up release slides in the boot, wooden direct spouts, loading spout set too low, poorly constructed feed gates in nearly all cases and many cases of leaking roofs.

I ought to know a good elevator when I see it as I have put in considerable time in the Minneapolis terminal elevators, and I have also spent a lot of time in the country elevators as buyer and auditor. I have a clear conception of a properly equipped and constructed country elevator.

It would be a wise move to have each state make every construction company contemplating erecting an elevator submit the plans, and they in turn, show the plans to some reputable party, who is an authority on elevator construction.

Another good thing that could be accomplished for the good of the grain business would be to work out some plan to prevent the over-supply of country elevators at one point.

I would not go into the country elevator business on my own account again, for the reason that one gets an elevator erected and in receiving order only to awake some fine morning to find another elevator going up. The first thing you know you have a white elephant on your hands in the shape of an elevator at an over-supply station.

If we had this building at country points down to a businesslike basis, one could erect a permanent concrete structure and thereby save the operator and country many dollars, and also have a permanent business to a greater degree than is possible today.

I am for better construction all the time, and I know every elevator operator in the country will heartily agree with me that the best is none too good.—W. A. Clark, Barber, Mont.

Can Not Handle Wheat in Competition with Local Mills.

Editor Grain Dealers Journal: We have been much interested in the questions put to Mr. Barnes, Pres. of the Grain Corporation, by Southwestern grain dealers. We heartily concur with Mr. F. E. Humphreys of Oklahoma.

While we were fortunately not caught with high priced wheat on our hands when the price was established, we are up against the same unfair competition in Pennsylvania that the dealers experience in Oklahoma. As we do not care to have our motives misunderstood, will say that as soon as the Administration offices were opened, we wrote the Food Administration assuring them of our desire to co-operate. We did this under the impression that the grain dealers would be treated fairly. Instead of fair treatment, the grain dealer is being regulated out of existence, while the mills are operating without any restrictions. To meet the prices being paid the farmers for wheat by the local (county) mills and ship the grain to the terminal markets at the Gov't prices, inspection and discounts will mean business suicide.

We shipped three cars of wheat to New York expecting two out of three to grade No. 2 red as in former years. One car graded No. 3 red and was discounted 3c per bu.; the other two cars graded sample red and were discounted 7c and 11c per bushel. This grain was re-cleaned and handled twice in our elevator and was good milling wheat in every particular. We asked for re-inspection and sample of the grain as it arrived, but have received no satisfaction along this line. To pay the price the mills are paying, freight, commission at terminal market, overhead expenses, possible dockage in weight and discounts on grade would soon mean bankruptcy. Fortunately for us we can do some business in rye and buckwheat, but these crops are very short through here and we will have to close our elevator in a very few weeks.

We are willing, as we believe all grain dealers are, to run our elevator on a living profit co-operate with the Gov't agency so that the greatest degree of efficiency in the grain trade can be attained. To operate an elevator in Pennsylvania on a margin of 1c per bushel is out of the question. The interest on our drafts which are paid in about one month amounts to 1c per bu., not to mention operating and overhead expenses, discounts on account of misgrading and dockage on account of shortage in weight and the other items the shipper has to contend with.

We don't understand why the grain dealer's business should be confiscated by the Gov't (for this is what it really amounts to) while the iron and steel industries, coal mining, leather business as well as numerous other lines of trade are allowed to operate on ample profits. We would like to buy Liberty Bonds, but don't see how we can do this and meet the present high prices of necessities under existing conditions.

We would be pleased to read the opinions of other dealers in the columns of the Grain Dealers Journal, which we consider indispensable to the grain shipper and receiver.—Pennsylvania Shipper.

A Warning to Corn Dealers and Farmers.

Grain Dealers Journal: There is no question but what we have an immense crop of corn this year, and it is equally certain that quite a large percentage of it will be soft, immature and frost bitten.

The distilling demand has been materially decreased. Glucose manufacturers can use this corn to some extent, but owing to the high prices dryers will not find it profitable to handle it, and at best it will be light, chaffy and discolored and not merchantable or fit for human food.

So it will behoove the farmer this year in husking his corn to sort it carefully. The poor corn should be kept at home and fed to live stock. It will pay the farmer well to do this, because otherwise his corn will grade lower, the quality will be poorer and he will have to accept a very sharp discount.

Every country grain dealer should advise the farmers in his community to this effect, in order that the greatest possible benefit may be derived from the large corn crop which has been produced.—George A. Breier, mgr., J. A. McCreery & Sons, Peoria, Ill.

J. H. Barnes Confers With Southwestern Dealers.

Julius H. Barnes, pres. of the Food Administration Grain Corporation, visited the Southwest during the second week in October and held meetings at Oklahoma City, Wichita and Kansas City with grain producers, country and terminal grain dealers, commission men and millers.

In Oklahoma City Mr. Barnes explained to the wheat growers that the fixing of the price of the present wheat crop at \$2.20 f.o.b. Chicago would inure to their benefit if they sell now. In reply to a question as to whether the government would protect the fixed price on the 1917 crop if peace should be declared he said that the Corporation will terminate its activities 30 days after the war ceases and that it could not protect the farmer against lower prices when it has ceased to exist.

At all of the meetings he emphasized the fact that the Corporation will not pay a higher price than that determined by the Fair Price Com'te. It is said that at Wichita, where he addressed a meeting of farmer delegates to the International Wheat Show, the farmers expressed themselves at the close of his speech as having become finally convinced that there would be no possibility of securing a higher price later in the season, and that the majority left the meeting feeling that they should sell at once and urge their neighbors to do likewise.

The purpose of Mr. Barnes' visit, as stated by himself in one of the Oklahoma City meetings, was a desire to give the dealers and producers a better understanding of the purposes of the Food Administration. That his visit had the effect of clearing up some points of misunderstanding is perhaps undeniable, but the dealers were unable to gain any assurance that relief will be granted them in the situation which has been brought about by the Corporation's regulations.

I COULD not think of stopping the Grain Dealers Journal, as it is much help in many ways.—C. A. Downing, Agt., Chickasha Mfg. Co.

President's Proclamation Requiring Licenses for All Grain Storehouses.

Whereas under and by virtue of an act of Congress, entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved by the President on the 10th day of August, 1917, it is provided, among other things, as follows:

And whereas it is essential, in order to carry into effect the provisions of the said act, that the powers conferred upon the President by said act be at this time exercised to the extent hereinafter set forth.

Now, therefore, I, Woodrow Wilson, President of the United States of America, by virtue of the powers conferred upon me by said act of Congress, hereby find and determine and by this proclamation do announce that it is essential, in order to carry into effect the purposes of said act, to license the importation, manufacture, storage, and distribution of necessities, to the extent hereinafter specified.

All persons, firms, corporations, and associations engaged in the business either of (1) operating cold storage warehouses (a cold storage warehouse, for the purposes of this proclamation, being defined as any place artificially or mechanically cooled to or below a temperature of 45 degrees above zero Fahrenheit, in which food products are placed and held for 30 days or more).

(2) Operating elevators, warehouses, or other places for storage of corn, oats, barley, beans, rice, cotton seed, cottonseed cake, cottonseed meal, or peanut meal, or

(3) Importing, manufacturing (including milling, mixing, or packing), or distributing (including buying and selling) any of the following commodities:

Wheat, wheat flour, rye, or rye flour.
Barley or barley flour.
Oats, oatmeal, or rolled oats.
Corn, corn grits, corn meal, hominy, corn flour, starch from corn, corn oil, corn sirup, or glucose.
Rice, rice flour.
Dried beans.
Pea seed or dried peas.
Cotton seed, cottonseed oil, cottonseed cake, or cottonseed meal.
Peanut oil or peanut meal.
Soya-bean oil, soya-bean meal, palm oil, or copra oil.

* * * * *

EXCEPTING, HOWEVER:

1. Operators of elevators or warehouses handling wheat or rye, and manufacturers of the derivative products of wheat or rye, who have already been licensed.

2. Importers, manufacturers, and refiners of sugar and manufacturers of sugar sirups and molasses who have already been licensed.

3. Retailers whose gross sales of food commodities do not exceed \$100,000 per annum.

4. Common carriers.

5. Farmers, gardeners, co-operative associations of farmers or gardeners, including livestock farmers, and other persons with respect to the products of any farm, garden, or other land owned, leased, or cultivated by them.

7. Those dealing in any of the above commodities on any exchange, board of trade, or similar institution as defined by

section 13 of the act of August 10, 1917, to the extent of their dealings on such exchange or board of trade.

8. Millers of corn, oats, barley, wheat, rye, or rice operating only plants of a daily capacity of less than 75 barrels.

(13) Ginners, buyers, agents, dealers, or other handlers of cotton seed who handle yearly, between September 1 and August 31, less than 150 tons of cotton seed, are hereby required to secure on or before November 1, 1917, a license, which license will be issued under such rules and regulations governing the conduct of the business as may be prescribed.

Applications for license must be made to the United States Food Administration, Washington, D. C., law department, license division, on forms prepared by it for that purpose, which may be secured on request.

Any person, firm, corporation, or association other than those hereinbefore excepted, who shall engage in or carry on any business hereinbefore specified after Nov. 1, 1917, without first securing such license will be liable to the penalty prescribed by said act of Congress.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia this eighth day of October, in the year of our Lord one thousand nine hundred and seventeen, and of the independence of the United States of America the one hundred and forty-second.

WOODROW WILSON.

Additional Restrictions on Corn Futures.

The directors of the Chicago Board of Trade on Oct. 23 adopted the following resolution:

Resolved, That until further notice members of this board shall confine all trades in contract grades of corn for future delivery in regular elevators to transactions for the months of October to May delivery inclusive. No member shall make any purchases of November or December corn except in liquidation of existing contracts. Members may enter into contracts of sale of corn for November or December deliveries without limitation except as to the maximum price now effective. Be it further

Resolved, That any member trading in violation of the foregoing shall be deemed to have committed a grave offense against the good name of the association.

Pres. J. P. Griffin announced the termination of the directors "To take any action necessary to support fully the authorities at Washington in any plan they may devise for the betterment of the nation."

"The food administrator is trying to encourage larger production of meat and poultry by inducing more liberal feeding of corn and other foods to livestock. In sympathy the board for months has denied its facilities for the purpose of unduly enhancing prices to governments, consumers, elevator and grain men, farmers and speculators."

After the Oct. 11 conference of the grain exchanges at Chicago the following announcement had been made: "At a meeting of the exchanges the following agreements were unanimously concurred in by all exchanges present:

First: There is to be no change whatever at this time in the maximum prices for corn now in effect in the different markets.

Second: All contracts agree that as far as contracts maturing in different months in 1917 are concerned, that at

no time shall the present maximum be removed on such contracts.

Third: On contracts which mature in the varying months of the year 1918, some of the exchanges reserve the right, at a future date, to modify or rescind existing maximum or regulations.

Coming Conventions.

Nov. 13—Ohio Grain Dealers Ass'n at Columbus, O.

Nov. 13, 15.—Nebraska Farmers' Co-operative Grain & Live Stock State Ass'n at Omaha.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. C. C. & St. L. 53988 passed thru Milmine, Ill., Oct. 22, leaking. Had no chance to repair.—T. E. Hamman.

N. O. G. N. 1420 passed thru Stanwood, Ia. Oct. 22 showing a small leak of yellow oats.—Jas. P. Christianson, agt., King-Wilder Grain Co.

N. Y. N. H. & H. 83976 set out on siding at Morristown, Ind., Oct. 21 leaking oats. We repaired it. Car eastbound.—The Mull Grain Co.

G. N. 207466 passed eastbound thru Epping, N. D. Oct. 19, leaking wheat badly at door post. In thru train and had no chance to repair.—H. A. Schroeder, agt., St. Anthony & Dakota Elvtr. Co.

G. N. 126857 passed through Ada, Minn., Oct. 13 leaking wheat thru bottom. Train was pulling out when I noticed it and could not make repairs. Grain appeared to be leaking thru opening of hopper bottom.—J. O. Rindahl, agt., Cargill Elvtr. Co.

A. T. & S. F., 7866 passed thru Webster City, Ia., Oct. 12, eastbound on C. & N-W., leaking corn above drawbar.—John R. Brown, Iowa Pop Corn & Cereal Co.

C. M. & P. S. 203594 was leaking oats at side of car at Scotland, S. D. Oct. 10.—F. L. Wheeler.

C. & N. W. 85264 passed, eastbound, thru Grafton, Neb., Oct. 4 leaking wheat badly at end of car. In thru train and had no chance to repair.—Thos. Purcell.

Soo Line 19402 passed thru Fortville, Ind., Oct. 3, leaking oats at side of car.—G. B. McBane of McBane & McBane.

L. E. & W. 44741 leaking grain at bottom of car when seen Sept. 30 at a C. M. & St. P. crossing in Minneapolis by F. G. Gerow, sec'y of this company.—The St. Anthony & Dakota Elvtr. Co.

I. C. 21723 was leaking grain at side door when seen on Sept. 30 at a C. M. & St. P. crossing in Minneapolis by F. G. Gerow, sec'y of this company.—The St. Anthony & Dakota Elvtr. Co.

C. & N. W. 112290, loaded with oats, was transferred at Emerson, Neb. Both sides were broken out and plenty of grain was wasted.—Ag't., Crowell Lbr. & Grain Co.

Grand Trunk..... came into Alexander, Ia., Sept. 28, leaking a steady stream of oats at side of car. Every effort was made to stop the leak, but it is reported that a large amount had leaked out along the track.—R. G. Isenberger, ag't., Bowles-Billings & Kessler Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Is the Guaranteed Price a Minimum or Maximum?

Grain Dealers Journal: We have read a great deal in different publications regarding the present guaranteed price of \$2.20 and the guaranteed price of \$2.00 for the 1918 crop, which as we understand it is a part of the law enacted by Congress. Will you kindly make it clear whether either of these prices is the minimum or maximum price and whether or not the government has pledged to take all wheat offered and pay for it at the so-called guaranteed price? Can the Food Administrator reduce the price for 1917 wheat to \$1.00 or \$1.50 if he so chooses? Can he reduce or increase the price to be paid for the 1918 crop? Please reply to all of these questions specifically, so that we may know exactly what are the limitations and the possibilities.—G. & F.

Ans.: The people of the United States acting thru Congress have directed the President, and he cannot do otherwise, to buy all wheat of the 1918 crop offered prior to May 1, 1919, at not less than \$2 per bushel. This is so provided in the Food Control Law, Sec. 14, approved by the President Aug. 10, and published in the Grain Dealers Journal of the same date, page 22. No guaranty could be stronger than this.

The present price of \$2.20, at which the Grain Corporation is buying wheat, is in no sense a guaranteed price. It may be changed up or down without any new law. The Food Administrator can reduce the price to \$1 or \$1.50 if he so chooses, on what he buys for the government, to be resold. While he has the power to declare a price, he has no power to compel anyone to sell at his price, for resale to millers or consumers. This price of \$2.20 has its basis in the voluntary agreement by millers to combine their buying thru the Grain Corporation. The Grain Corporation has no way of compelling the millers to take more wheat after their wants are supplied, and naturally could be expected to reduce the price if a burdensome stock was being accumulated, altho the President in his proclamation stated "The price of \$2.20 per bu. at Chicago will be rigidly adhered to by the Food Administration." Hoover had nothing to do with fixing the price. He favored \$1.80. He cannot reduce the price without the consent of the President, neither can he raise it. Whether the President will change the price when conditions change remains to be seen. Unquestionably he will change the price if in his own judgment public interest requires a change.

The Food Administrator cannot reduce the price to be paid for the 1918 crop. He can only increase it, above \$2.

One difficulty in settling the question of price is that a factor stronger than the law, or the President, or the Food Administration, is the final authority. This factor is the law of supply and demand. The law of supply and demand never sleeps. As an example the Grain Corporation has on file at Chicago orders from mills for over 1,000 cars of wheat that it is unable to fill, because it is unable to raise its bid to farmers and thus persuade them to part with more wheat. If the Grain Corporation would raise its bid, conforming to the law of supply and demand, all these orders could be filled. Later in the season farmers may have more time to devote to hauling wheat to market, and the Grain Corporation, if it rigidly adheres to the price as promised by the President, will be burdened with an avalanche of wheat, especially if the big Australian

surplus should become available to England direct.

Under Sec. 14 of the Food Control Law the President has the power to make \$2.20 a guaranteed minimum price with all the money in the treasury of the United States to back it up. To make such a guaranty effective the President was required to specify a certain 18 months' period during which producers of wheat could take advantage of the guaranty, and to do so before the time of seeding. This was not done in his proclamation, and the time of seeding has now gone by, so that the money in the treasury cannot be used to hold up the price of the 1917 crop. Sec. 14 provides, "The President shall prescribe the terms and conditions upon which any such producer shall be entitled to the benefits of such guaranty." Nothing at all resembling such terms and conditions has ever been promulgated by the President, or anyone connected with the government.

Failure to Give Shipping Instructions.

Grain Dealers Journal: About Sept. 1, 1917, we sold the Government a car of beans for prompt shipment, which means shipment in ten days from date of sale.

We have been after them continually for shipping instructions on the car, and to date have not received instructions.

Can they hold us and make us hold the beans for them until such time as they wish them shipped?—Thomas Wilson, Inc., Marlette, Mich.

Ans.: If the buyer fails to comply with an express provision of the contract, such as furnishing shipping directions, the seller can cancel the contract and resell and hold the buyer for the damages, if any. This is true of a government buyer; but the government is judgment proof, and will not pay even a just claim until it gets good and ready.

Government contracts are made on their own system, and the government B/L is furnished, and the seller should be careful to read the contract to see that every clause has been complied with by himself. In some cases it is necessary to apply for the government B/L before receiving shipping directions.

Control of Corn and Oats Prices?

Grain Dealers Journal: In the proclamation of the President it is ordered now that by Nov. 1 elevators handling corn and oats must take out licenses, the same as the wheat elevators. Is it to be inferred that the government will undertake price control of corn and oats the same as wheat and coal? Does the law provide for price control of corn and oats?—A. R. Cooper.

Ans.: The purpose of the wheat price control is to furnish wheat and wheat flour to the European allies at a reasonable price; and as the Europeans do not care for corn as a food the same reason for price control does not exist in the case of corn; hence the law as enacted does not authorize the President to control the price of corn and oats.

Sec. 11 of the Food Control Law expressly limits the President's control to sales of "Wheat, flour, meal, beans, and potatoes." See Grain Dealers Journal Aug. 10, page 220; and even this control does not give the administration the power to fix the price of these commodities. The Grain Corporation has sought to limit the price paid for wheat by creating a monopoly of the buying power by getting all millers into a voluntary agreement. The Grain Corporation does not exercise any control over the price paid for wheat by persons, firms or corporations not a party to the agreement.

The same monopoly of the buying power of corn could not be accomplished because too little of the corn is ground by millers, and most of it is fed to animals, so that an attempt to control the price of corn by a millers' monopoly would be too much like the tail wagging the dog.

Again, the Southern states of the Union, except Texas and Oklahoma this year have vastly increased yields of corn. Their feeling on the regulation of farm products is well exemplified by the action of the cottonseed meal millers at the recent Washington conference in rejecting the Hoover plan of control.

There being no demand for price fixing of corn, the law not authorizing it and a

buying monopoly being impracticable, it is not likely to be attempted.

Recovering Loss on Wheat.

Grain Dealers Journal: A number of dealers in this state are interested in that portion of the Food Control Law which prescribes a method for bringing suit against the United States to recover a higher compensation than that offered by the government for goods or property requisitioned by the authorities.

These dealers have wheat which was accumulated in the regular course of their business prior to the fixing of a price by the Food Administration, and at a price higher than the fixed price; and they desire to be informed as to the method of procedure for attempting to recover the loss. Can you give this information?—D. L. Boyer, sec'y Missouri Grain Dealers Ass'n, Mexico, Mo.

Ans.: This subject has been explained in previous issues of the Journal as follows: On pages 470 and 471 of the issue for Sept. 25 and on page 564 of the issue for Oct. 10. In each case two answers to inquirers were printed. In addition to the references given, the Food Control Law (which was published in the Journal Aug. 10, pages 219 to 222) should be studied. The law itself is the sole authority for bringing a suit of this nature against the government, as the United States may not be made a party to a suit without its permission. The law specifically gives that permission.

Will Government Control Corn, Oats, etc.?

Grain Dealers Journal: We are extremely anxious to get some information as quickly as possible without having to wait until November the first or later to find out what the Food Administrator purposes to do in the way of control of oats, corn, cotton seed products and other foodstuffs, included in the 21 articles recently covered by the proclamation of the President.

When the government knocked us out of the handling of wheat, also of coal, we did not complain, and we still have these other articles left to enable us to carry on our business.

If the control is such that it is going to knock us out on these last named articles, it looks like we have been completely knocked out of the grain and feed business and will have to take up some other line.

Mr. Barnes and others connected with the control have said all along that they did not intend to do anything to disturb present business of the grain and coal dealers or to put them out of business.

The arrangement, however, on both wheat and coal have been such that a jobber such as we are has been completely eliminated from the trade in these commodities.

If the Government only fixes a maximum price on oats and feedstuffs, it will not disturb us, but if a Government agency is to be used as a clearing house to receive orders and disposition from people who want them and on the other hand receive information from people who have stuff to sell, and in that way act as an intermediary or middleman to clear these commodities, we will be put out of business.

Hoping to read a clear statement of the prospects in the next number of the Journal, we are—Sunflower.

Ans.: It is impossible to forecast the regulations to be issued by the Food Administration. New terminal points are being created, the zones are being changed, smaller mills are being included and the control is being extended to all human

foods. To the extent that the Grain Corporation is taking over the distribution of wheat it leaves that much less service to be performed by the commission merchants and traders, who will gradually find themselves squeezed out of business by the government monopoly.

The government monopoly is declared to be a corporation not for profit. It will make no profit itself and will hold all others down to the minimum margin for actual service performed. If the war continues a few years longer the grain handling and milling facilities that are indispensable will have to be subsidized by the government in order to keep them in operation.

The law provides for revocation of food control when the war ends.

Holding Small Lots of Wheat.

Grain Dealers Journal: The regulations of the Food Administration forbid the holding of wheat more than 30 days, and the license under which we are operating our elevator requires us to comply with all of the regulations issued by the Administration.

We handle only a small quantity of wheat, and it may easily happen that we will find ourselves with less than a carload on hand for 30 days, and be unable to get enough wheat to make up a shipment.

Are we permitted to hold wheat in storage more than 30 days if the total quantity is less than a minimum car?

Are we permitted to hold wheat more than 30 days if the total quantity equals or exceeds a carload, but is of several different grades, the difference being so marked that mixing is not desirable?—F. & H. Co.

Ans.: The regulations provide for a modification of the license to permit the holding of wheat more than 30 days. A dealer who desires to do this should communicate with his Zone Agent, asking for the modification. According to H. B. Jackson, Food Administration Agent at Chicago, dealers who have less than a carload of wheat will be permitted to hold it until a carload is on hand. Mr. Jackson also stated that if the dealer has a carload of wheat, but not enough of one grade for a car, he should bulkhead a car and make the shipment within the 30-day limit.

Australia's Wasteful Grain Handling Methods.

The great expense and the continual waste of grain accompanying Australia's long established method of handling grain in bags is fully recognized by everyone identified with the Australian grain trade. No doubt the waste would long since have been stopped by private enterprise had the different state governments not perpetually discussed the advisability of providing country and terminal elevators for handling grain in bulk. Some of the state governments have gone so far as to have extensive plans prepared by Jno. S. Metcalf & Co. for many different elevators, with the intention of proceeding with their erection immediately upon the termination of the war.

If the government builds and operates elevators in as wasteful a manner as it is now handling grain in bags, then the producer and the consumer will be called upon to sacrifice much more, on account of government interference with business, than is generally considered necessary. At present the Australian government has over seven million tons of wheat stored in bags at different points of accumulation, in fact some of each of the last three crops is still stored in bags and another crop is about to be harvested.

Naturally the bags being out in the open, rot and leak, sufficiently so that the piles of bagged grain are soon wrecked. The views shown in our illustration herewith presents most vividly the damage done to grain bagged and stacked. These photographs were taken in the Riverina District N. S. W., last year, before the mice plague gained any headway. This wheat had been stacked for six months and the outside bags were so greatly damaged by the continual rubbing of the hessian or tarpaulin, that many of them burst and the pressure of

the bags above would force out their contents. The view at the right shows the weather damage to the stacks of grain after six months' protection from the elements by a piece of heavy canvas. Every time one of the bags burst and its contents run out on the ground, it throws the other bags out of alignment and increases the stress on them with the result that if the bags are not repiled many more of them will soon burst and spill their contents over the surrounding landscape.

In addition to the mice, which have become a great plague in all sections of the wheat producing area, the weevil and the birds have contributed largely to the loss of Australia's golden grain.

Bulk handling methods are so far in advance of the old time practice of handling in bags and so less expensive that the wonder is that bags are longer tolerated. Bulk handling methods not only minimize the waste of grain, but also minimize the labor needed to handle the crop and greatly facilitate the prompt handling of the largest crops. The cost of bags necessary to hold seven million tons of wheat under the present market price of burlap is almost as much as the cost of concrete storage, and the protection from the elements, mice, birds and weevil is zero as compared with that afforded by a modern concrete elevator. If anyone ever needed convincing evidence of the wastefulness and great expense attending the handling of grain in bags, they can now obtain volumes of it in Australia.

MILLERS buying wheat on the Chicago Board of Trade at a slight advance on the government price Sept. 4 were notified by the local food administrator to desist.

ENOUGH BUCKWHEAT is included in the 20,000,000-bu. estimate of the department of agriculture to provide 684,241,089,000 buckwheat cakes, it has been declared.



Bagged Wheat in Riverina District, N. S. W., Australia, Showing Weather Damage After Six Months

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

IDAHO.

Lewiston, Ida., Oct. 17.—Very little grain remains in the farmers hands.—Peter Muench.

ILLINOIS.

Pana, Ill., Oct. 16.—Some wheat moving, but farmers are selling almost no oats.—Edw. McKee.

Sandwich, Ill., Oct. 15.—No old corn in farmers hands, and about 25% of the oats have been marketed.—R. C. Coy, mgr., Farmers Elvtr. Co.

Chicago, Ill., Oct. 24.—Pope-Eckhardt Co. received today the first car of new corn that has yet arrived here, and the inspection bureau gave its moisture as 40%.

Peoria, Ill.—Receipts at this market during September were: wheat, 236,400 bus.; corn, 711,300 bus.; oats, 2,338,300 bus.; rye, 16,800 bus.; and barley, 589,800 bus., compared with wheat, 285,400 bus.; corn, 2,162,450 bus.; oats, 1,549,300 bus.; rye, 129,600 bus.; and barley, 498,800 bus. in September, 1916. Shipments were: wheat, 224,400 bus.; corn, 369,550 bus.; oats, 1,358,920 bus.; rye, 25,100 bus.; and barley, 168,000 bus., compared with wheat, 210,000 bus.; corn, 774,500 bus.; oats, 1,543,000 bus.; rye, 121,200 bus.; and barley, 151,800 bus. in September, 1916.—John R. Lofgren, sec'y Peoria Board of Trade.

INDIANA.

Cambridge City, Ind., Oct. 8.—Forty to 50% of the wheat crop, and less than 10% of old corn, in farmers hands.—W. A. Creitz.

KANSAS.

Adams, Kan., Oct. 19.—Forty per cent of the wheat still in farmers hands.—Farmers Grain & Merc. Co.

Plains, Kan., Oct. 16.—But little grain will be shipped out this year. About 50,000 bus. of wheat shipped in for seed.—R. C. Moore, mgr., Plains Equity Exchange.

MICHIGAN.

Henderson, Mich., Oct. 18.—Two-thirds of the wheat crop in farmers hands. Farmers still have all of the bean crop.—E. E. Kern, agt., Detwiler & Son.

MINNESOTA.

Park Rapids, Minn., Oct. 16.—Grain is coming in slowly.—Park Rapids Fuel & Supply Co.

Clements, Minn., Oct. 20.—About 50% of wheat, 40% of oats and 65% of rye and barley have been marketed.—B. F. Bertrand.

Duluth, Minn.—Receipts at this market during September were: Wheat, 3,993,741 bus.; corn, 1,518 bus.; oats, 99,072 bus.; rye, 2,024,036 bus.; and barley, 3,502,889 bus., compared with wheat, 5,428,079 bus.; no corn; oats, 374,591 bus.; rye, 959,317 bus.; and barley, 1,839,757 bus. during September, 1916. Shipments during the month were: Wheat, 1,502,763 bus.; oats, 14,552 bus.; rye, 1,465,958 bus.; and barley, 2,174,947 bus., compared with wheat, 4,102,693 bus.; oats, 175,294 bus.; rye, 853,300 bus.; and barley, 1,468,111 bus. during September, 1916.—Chas. F. Macdonald, sec'y Board of Trade.

MISSOURI.

Kansas City, Mo., Oct. 23.—Several cars of new corn have been received from eastern Oklahoma, testing 13 and 13½ per cent moisture.

St. Louis, Mo., Oct. 16.—Seven cars of new corn was received to-day from Tennessee, and graded from No. 3 down to sample. The No. 3 sold at \$1.78, and the No. 5, containing 21 per cent moisture, sold at \$1.65.

MONTANA.

Barber, Mont., Oct. 10.—Crop movement is very backward for this season of the year. Part of the delay is due to threshing and fall seeding. Have handled only 4,000 bus. of grain on this crop, and about half of that was old wheat.—W. A. Clark.

NEBRASKA.

Helvey, Neb., Oct. 20.—No oats moving.—Helvey Farmers Elvtr. Co.

OHIO.

Laurelville, O., Oct. 19.—A large quantity of wheat has been marketed, but there is still much on hand on the farms.—Laurelville Grain & Mill Co.

WISCONSIN.

Appleton, Wis., Oct. 17.—The farmers are holding their grain, either for higher prices or to feed it themselves.—Liethen Grain Co.

Milwaukee, Wis.—Receipts at this market during the month of September were as follows: wheat, 632,500 bus.; corn, 458,280 bus.; oats, 2,724,400 bus.; barley, 2,124,700 bus.; and rye, 291,510 bus.; compared with wheat, 1,045,325 bus.; corn, 1,003,280 bus.; oats, 5,866,985 bus.; barley, 3,321,540 bus.; and rye, 527,660 bus. during Sept. 1916. Shipments during the month were: wheat, 145,642 bus.; corn, 390,470 bus.; oats, 2,197,551 bus.; barley, 351,281 bus.; and rye, 144,092 bus. compared with wheat, 268,647 bus.; corn, 554,124 bus.; oats, 3,310,887 bus.; barley, 481,382 bus.; and rye, 239,160 bus. in Sept. 1916.—H. A. Plumb, sec'y Chamber of Commerce.

Our Callers

E. R. Ballou, Belmond, Ia.

L. W. Gifford, Milwaukee, Wis.

S. D. Thomas, chief inspector, Baltimore, Md.

E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n, Decatur, Ill.

Wm. M. Cummings, representing J. F. Zahm & Co., Toledo, O.

C. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

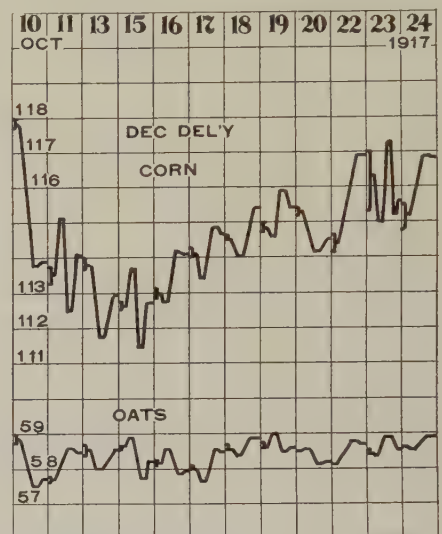
Chicago Zone Smaller.

The Chicago zone of the Food Administration Grain Corporation, which took in all of Illinois and Iowa, has been cut down by the changing of Iowa to the Minneapolis zone and the transfer of part of the state of Illinois to the St. Louis zone.

The Chicago zone now comprises all of Illinois north of and including the counties of Adams, Brown, Cass, Menard, Logan, Macon, Platt, Champaign and Vermillion, the upper peninsula of Michigan, and all of Wisconsin except Douglas County.

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith:



Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.												
	Oct. 10.	Oct. 11.	Oct. 13.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago	57½	58½	58½	58½	57½	58½	58½	58½	58½	58½	58½	58½
Minneapolis	56¾	57½	57½	57½	57½	57½	58	57½	57½	58	57½	57½
St. Louis	57¾	58½	58½	58½	58½	58½	59	59½	58½	59½	59	59½
Omaha	58½	57	57	57	57	57	57	57	57	57	57	57
Milwaukee	57¾	58½	58½	58½	58	58½	58½	58½	58½	58½	58½	58½
*Winnipeg	66	66½	66½	65¾	65½	66½	66½	67¾	67¾	67¾	67¾	67¾
DECEMBER CORN.												
Chicago	113¾	114	112½	112½	114	114½	115¼	115½	114½	116¾	115½	116¾
Kansas City	114¼	114	113	112¾	114	115½	115½	115½	114¾	118	116½	118½
St. Louis	112½	113½	112½	111½	113½	114½	114½	115¼	114½	117½	116½	120½
Omaha	118	114	114	114	114	114	114	114	114	114	114	114
*October.												

Exports of Grain Weekly.

		Wheat		Corn		Oats	
		1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...		191,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
July 1 to June 30...		1917.	1916.	1917.	1916.	1917.	1916.
July 7.....		4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....		8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21.....		4,964,000	8,327,000	936,000	1,749,000	3,800,000	3,411,000
July 28.....		2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....		4,757,000	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 11.....		4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....		4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25.....		2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1.....		2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8.....		3,338,000	6,641,000	287,000	1,428,000	1,861,000	1,640,000
Sept. 15.....		3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 22.....		1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Sept. 29.....		2,340,000	7,760,000	172,000	635,000	2,682,000	917,000
Oct. 6.....		2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Oct. 13.....		4,293,000	6,314,000	247,000	1,226,000	6,398,000	2,025,000
Oct. 20.....		2,249,000	4,329,000	87,000	276,000	3,500,000	2,897,000
Total		58,683,000	108,449,000	9,099,000	18,205,000	56,885,000	44,921,000

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Trinidad, Colo., Oct. 20.—Very little wheat grown here, beyond that for the farmers' own use.—The Jamison-Conger Grain & Produce Co.

ILLINOIS.

Sandwich, Ill., Oct. 15.—Fifty per cent of the corn will be soft.—R. C. Coy, mgr., Farmers Elvtr Co.

Pana, Ill., Oct. 16.—Corn was injured by frost, and at least 50% of it will not be merchantable.—Edw. McKee.

Greenoak st. (Dover p. o.), Ill., Oct. 17.—A great deal of our corn will be soft and chaffy.—D. O. Clark.

Stronghurst, Ill., Oct. 17.—Ninety per cent of the corn in this locality matured ahead of the frost.—J. M. Anderson.

Topeka, Ill., Oct. 22.—Acreage sown to winter wheat is larger than ever before.—T. F. Himmel, agt., McFadden & Co.

Mahomet, Ill., Oct. 17.—Most of the corn matured ahead of the frost. Acreage planted to winter wheat is small.—F. E. Davis.

Kewanee, Ill., Oct. 16.—Much of the corn did not mature, and will be soft. Expect little increase in winter wheat acreage.—W. B. Cavanaugh.

De Pue, Ill., Oct. 16.—There will be a great deal of soft corn, but much of the crop is in good condition. No increase in acreage of winter wheat.—Geo. M. Bryant.

Elmwood, Ill., Oct. 18.—It is difficult to estimate the percentage of soft corn, but much of it did not mature properly. Maturity was uneven in all of it.—W. W. Day.

Randolph, Ill., Oct. 18.—Corn crop in this locality has been damaged 10% by frost. It will still produce a big crop, but much of it will be of poor quality.—F. C. Marten.

Mason City, Ill., Oct. 17.—The corn crop is the largest ever grown, with most of it well matured. We are getting our seed houses filled with very choice seed corn.—The G. D. Sutton Co.

Illiopolis, Ill., Oct. 17.—Most of our corn matured in good condition. A good crop of spring wheat was grown, and the winter wheat acreage has been considerably increased.—O. H. Dake.

Princeton, Ill., Oct. 15.—Two-thirds of our corn will be in good condition. Acreage of both winter wheat and barley will be increased. Oats crop was best in our history, quality, yield and color being fine.—L. Bass, mgr., Princeton, Farmers Elvtr. Co.

In summarizing the information gained in conversations with grain dealers and farmers at several towns on the line of the C. B. & Q. from Chicago to Galesburg, and on the line of the same railway from Galesburg to Peoria, and thence to Chicago via the Rock Island, it may be said that a large portion of the corn in that territory did not mature ahead of killing frosts, and much of it will be soft. Estimates as to the percentage of soft corn vary greatly, the dealers and farmers in some localities claiming that as high as 70% of the corn will not be merchantable; while at other points practically all of it is said to be in fair to good condition. An average of the opinions would indicate that about 50% of the corn will be safe to handle. One farmer at Kewanee said his attempt to select seed corn from the standing stalks resulted in an almost total failure. The corn ripened very unevenly, so that even in fields which show a high percentage of dry, matured ears there will also be found ears that are quite soft. That the quantity of soft, light and chaffy corn will be great is certain but there will

also be a great quantity of good corn. The farmers are preparing to feed the damaged corn so far as possible, but there appears to be a shortage of hogs in the territory.—T.

INDIANA.

Cambridge City, Ind., Oct. 8.—Wheat acreage increased 5% over 1916. Crop conditions below last year on account of lack of moisture, but a good rain is now falling.—W. A. Creitz.

IOWA.

Ottosen, Ia., Oct. 17.—Corn in this territory not injured by frost. Weather has been fine for maturing the crop. Husking will begin about Nov. 1.—J. R. Bratcher, agt., Quaker Oats Co.

KANSAS.

Adams, Kan., Oct. 19.—Ten per cent more wheat sown this year than last.—Farmers Grain & Merc. Co.

Plains, Kan., Oct. 16.—Farmers still sowing wheat. Acreage will be large, and some must be re-planted, due to destruction by worms and dry weather. Rain is now needed for wheat. Frost caught a great deal of the kafir and malze. Corn crop a failure.—R. C. Moore, mgr., Plains Equity Exchange.

MICHIGAN.

Henderson, Mich., Oct. 18.—Wheat acreage will be small, not all of it being sown yet. Corn crop light; oats fair. Beans made about 1/2 of a crop.—E. E. Kern, agt., Detwiler & Son.

MINNESOTA.

Clements, Minn., Oct. 20.—Very little winter wheat raised here. Corn not very good, as it is far from being dry and there are lots of soft ears. Husking will start about Nov. 1.—B. F. Bertrand.

MONTANA.

Barber, Mont., Oct. 10.—Threshing of wheat not completed. Seeding is in progress, and I expect a very large increase in acreage.—W. A. Clark.

Durupt Siding (Wimbledon p. o.), N. D., Oct. 20.—Have about 1/2 crop of corn, but it is of good quality.—J. P. Hoover, agt., Winter-Truesdell-Ames Co.

Helvey, Neb., Oct. 20.—There was no wheat at all. Corn will make from 5 to 15 bus. per acre and oats 25 to 30 bus. per acre.—Helvey Farmers Elvtr. Co.

NEBRASKA.

Grafton, Neb., Oct. 8.—Threshing of stacked oats in full swing. Corn crop will average about 25 bus. per acre, and quality will be good.—Thos. Furcell.

OHIO.

Laurelville, O., Oct. 19.—Acreage of wheat was large and the yield per acre the best in 25 years. Corn late and not fit to handle. Wheat is all sown and the acreage is again large.—Laurelville Grain & Mill Co.

OKLAHOMA.

Blanchard, Okla., Oct. 9.—Wheat and corn crops very short. Probably 1/2 of a corn crop and scarcely any wheat.—G. W. Binyon Grain Co.

Gracemont, Okla., Oct. 17.—Very little corn grown in this locality, and we will have to ship in corn for feed. Good crop of kafir, but we had no wheat or oats.—C. A. Downing, agt., Chickasha Mfg. Co.

Newkirk, Okla., Oct. 8.—A fine crop of kafir is about all out of the way of frost. Wheat and oats were good. Corn almost a failure. Acreage planted to wheat this fall about the same as last year.—T. F. McGraw.

Deer Creek, Okla., Oct. 10.—Fall favorable for wheat seeding. Acreage large, and seeding about done. Practically no corn here, but some kafir, feterita, and milo.—J. M. Edgar, Agent, Larabee Flour Mills Corporation.

PENNSYLVANIA.

Adamsville, Pa., Oct. 13.—Buckwheat acreage in this county is large, with crop from 2 to 4 weeks late. Very little threshed, but an average yield is expected. There was some damage by frost.—Stanley S. McCurdy.

TENNESSEE.

Pulaski, Tenn., Oct. 22.—Wheat sowing has just begun. This is not a wheat country, but there will be a small crop; none to ship. We sow no winter oats. Corn crop is now being gathered, and it is fine.—W. R. Craig & Co.

WISCONSIN.

Osseo, Wis., Oct. 17.—Both winter and spring wheat made good crops, with the yield per acre above the average. Corn was frozen before maturity and all of it will go into silos.—A. G. Cox.

SHINGLE ROOFS caused 1,217 fires in Indiana in 1916, entailing a loss of \$500,000. The hazard of the shingle roof is something beyond the power of human ingenuity to overcome, says the Indiana Fire Marshal.

THE GROWERS' ass'ns in prominent bean producing states are holding beans for from 13 1/2 to 15 cents per pound, as against an average price realized by the grower last year of 8 cents per pound. There has been 100 per cent increase in the Manchurian bean crop and it is now estimated at 2,000,000 tons. Owing to shipping shortage, practically the only outlet is to the United States and these beans will flow into the American market from December on much below the prices now being demanded for American beans.—Food Administration.

The Feast of Mondamin.

And still later, when the Autumn
Changed the long, green leaves to yellow,
And the soft and juicy kernels
Grew like wampum hard and yellow,
Then the ripened ears he gathered,
Stripped the withered husks from off them,
As he once had stripped the wrestler,
Gave the first feast of Mondamin,
And made known unto the people
This new gift of the Great Spirit.

Let us gather in the harvest;
Let us wrestle with Mondamin,
Strip him of his plumes and tassels,
Of his garments green and yellow.
—Longfellow.



Dust Explosion and Fire Destroy Elevator.

The large grain elevator on the Brooklyn, N. Y., water front known as Dow's Stores and owned by the New York Dock Co., was completely destroyed Oct. 13 by a fire that started at 8:20 a. m. with an explosion of dust.

Arie Groenendal, who has been employed at the plant for 15 years, said he was on the fourth floor at No. 2 tower, when he smelled smoke. Going up to fifth floor to investigate he shut off two electric motors running there, and examined the machinery but found nothing wrong. He then ran upstairs with two other men and saw a bluish flame at one corner of the loft. The moving conveyor belt, of rubber, was stopped and examined, but did not seem to be on fire at any part. Fifteen minutes after the smell of burning rubber was noticed the fire

Superintendent William Tomlins said: I was startled by two explosions, one after the other. Immediately afterward men came running with the news that No. 3 elevator was on fire. There were six men in the building at the time, Frank M. Peck and Joseph Benson, weighers; Henry Groenendal and Joseph Skidmore, machinists, and Peter Heckendoff and Charles Pagnelli, laborers. They all got out safely.

The building was 600x100 ft., and 175 ft. high, veneered with brick, and contained 800,000 bus. of wheat, barley and oats. The building alone was valued at \$1,000,000. The Stores were in three blocks, each with a cupola of wood and sheet metal reaching 40 ft. above the roof. The three blocks were separated by heavy brick walls, which failed to stop the fire. By 10 o'clock one-fourth of the plant had been burned, when the wall on one side fell out. One street wall had been blown out at the first explosion, after which the fire worked its way downward, the firemen who had ascended to the roof being driven down by the heat.

Four fireboats and 24 tugboats threw water on the burning grain and dock, without the slightest apparent effect, as the flames were fanned by a strong wind. The second of the cupolas caught fire about noon and fell into the building, the brick walls of which collapsed as the heat increased, letting a Niagara of wheat slide into the slip. At 10 o'clock at night the fire, still beyond control, swept toward the other end of the building, and at midnight was most threatening.

The third section of the stores, still standing, was destroyed by a fire that broke out at 10 p. m., Oct. 16, adding 100,000 bus. of wheat to the loss. This fire is supposed to have been communicated underground.

Atchison Made a Terminal.

The Food Administration on Oct. 24 designated Atchison, Kans., as a terminal wheat market.

The effect is to substitute Atchison for Kansas City and Omaha as the price basing point for a large territory in Kansas and Nebraska.

Country shippers whose rate of freight is lower to Kansas City and Omaha still have the right to base their price on those markets. Under the new ruling some buyers expect to save from 1 to 3 cents per bushel on all wheat shipped to Atchison.

W. P. Bishop Dead.

Walter P. Bishop, president of the E. P. Bacon Co. died on Oct. 10, after a long illness.

Mr. Bishop was born on a farm near Cleveland, O., and when a youth started in the fruit and produce commission business at Milwaukee with his brother. Twenty-six years ago he became connected with the Bacon Co., first as an employee, later with an interest in the firm and when it was incorporated several years ago as vice pres.

He was an active member of the Chamber of Commerce, and was a member of the Chicago Board of Trade and Minneapolis Chamber of Commerce. He rendered long service on various important committees, and was for years chairman of the supervisors of grain inspection and weighing. He was vice pres. of the Chamber 9 years and served as pres. in 1911 and 1912. At the time of his death he was chairman of the publicity committee.

He was well known as a musician, 10 years at the head of the Arion Musical Club, and a director when he died. He devoted a liberal part of his time outside business hours to the Y. M. C. A. He was a member of the Harbor Commission, and of the Milwaukee Athletic Club. Until a few years ago he was a powerful man, physically and could carry a barrel of flour on his shoulders. He was 67 years of age at the time of his death. The survivors are Mrs. Bishop, two daughters and two sons, Warren J. and Sidney, the latter of Davenport, Ia. A portrait of Mr. Bishop is reproduced herewith.



W. P. Bishop, Milwaukee, Wis.
Deceased.

Miami Valley Dealers at Piqua.

The Miami Valley Grain Dealers Ass'n held its regular fall meeting at Hotel Favorite, Piqua, O., on Oct. 18th, 1917. Owing to heavy rains the attendance was not as large as usual, but the lack in numbers was more than made up in enthusiasm.

Sec'y Custenborder presented the following:

SECRETARY'S SUGGESTIONS.

Of our many problems I think that there are at least two which should receive much consideration at this meeting.

The margin that some of us have been handling grain on recently does not seem to be in accord with the spirit of the times. We, who properly handle grain, render a service, and in return are justly entitled to a reasonable compensation. We should be able to evolve some plan at this meeting that will bring relief.

The grading of grain, as we buy it, in accordance with the Federal Government Grades, is also one of our unsolved problems. It is the purpose of the Government to do for the grain business what it has done for the insurance business and for the banks and the building and loan associations. It is unnecessary for me to remind you that there is a vast difference in the face value of the insurance policies, bank and building and loan certificates of today and those of a few years ago. Government supervision has made the difference. A certificate for grain stored in all our elevators in the near future will mean just what it says. This needless waste and great loss by deterioration on account of careless handling by thoughtless and incompetent grain dealers, like the loss caused by reckless insurance and banking companies, should and will be prevented.

The Government grades are here to stay and the specifications are going to be tightened rather than be made more lenient, as a few dealers think they should be. If the farmers and grain dealers will use proper care in handling grain from the field to the car, but little trouble on account of quality or condition will result. And the present grades will not seem nearly so stringent.

Let co-operation be our slogan, and the result will be to the mutual benefit of the farmers, to ourselves, and to the consumers of our grain.

Buying grain, in accordance with the Government Grades and instructions, was the principal subject before the meeting. One mill paying more for wheat than the grain dealers can sell it for, even to this mill, practically puts the local dealers out of business. A committee was appointed to try to effect a satisfactory working arrangement between the mill and elevators along the lines suggested by Mr. Barnes to the grain dealers at the Buffalo meeting.

Owing to the late season and the immature condition of the corn, it was thought best not to encourage the early movement from the farms.

E. D. Fristoe of Swanders was elected Pres. C. L. Berryhill of Fletcher, Vice-Pres. W. B. Jackson of Sidney, Treas., E. T. Custenborder, Secy.

J. W. McCord and O. W. Cook of Columbus and D. E. Horn of Greenville were among the visitors.

"To Arrive" Purchases Tabooed.

As sales of grain to arrive are in a sense future delivery sales, and as Hoover had written the Chicago Board of Trade expressing a wish that the Board of Trade discontinue trading in futures of wheat, the directors of the Board on Oct. 23 ordered members not to buy wheat to arrive, in the following resolution, which probably will be followed by similar action on the other grain exchanges:

Resolved, That until further notice Section 32 of Rule 14, the to-arrive grain rule, be suspended as to wheat, and that members shall not buy wheat to-arrive, and that all wheat shall be handled under Rule XIV of the commission rule.

Shipper's Agreement with War Trade Board.

The War Trade Board, created by executive order of President Wilson, signed Oct. 12, has drawn up an agreement to be signed by exporters when shipping to their own branches in foreign countries. Firms applying for licenses to ship to foreign countries or for permission to receive shipments will be requested to sign the agreement, which provides as follows:

1. That none of the articles contained in any of the shipments for the licensing of which applications are pending, will be directly or indirectly re-exported or sold, transferred or delivered, either in their present or any other form, contrary to the engagement herein contained.

2. Neither we nor any of our branches or agencies are now engaged in exporting, re-exporting, selling, trading, or doing business contrary to the terms of this engagement; and we declare that during the continuance of the present war we and none of our branches or agencies will export, re-export, sell, trade, or do business, directly or indirectly, with any enemy or enemy ally as herein defined, to-wit:

(a) Persons or ass'ns of persons residing in any country or ally of any country with which the United States is at war, including any territory occupied by the military or naval forces of such enemy or enemy ally nation.

(b) Any such persons or ass'ns residing outside of the United States and doing business within such enemy or ally of enemy territory.

(c) Corporations incorporated in any country or ally of any country with which the United States is at war, including territory occupied by the military or naval forces of such enemy or enemy ally.

(d) Corporations incorporated in any country except the United States and doing business within such enemy or enemy ally country or territory.

(e) The government of any nation or ally of any nation with which the United States is at war, or any political or municipal subdivision thereof, or any officer, official, agent, or agency thereof.

(f) Such other persons, natives, citizens or subjects of any country or ally of any country with which the United States is at war (other than citizens of the United States) wherever resident or doing business, as may by any presidential proclamation be included within the term "enemy."

3. And we engage not to sell or deliver, directly or indirectly, or trade or engage in the doing of any business with enemies or enemy allies as herein defined or for or on account of or on behalf of any such enemy or enemy allies during the continuance of the present war. And this engagement and declaration includes all exporting, trading and doing business and

shall not be construed as limited to the goods or articles described in the pending application for license.

4. No sales or deliveries of any of the articles constituting such shipments shall be made without having first obtained the written approval of the United States consul at the place where such sale or delivery is to be made.

5. This is a continuing obligation upon our part and shall apply without further agreement to all future shipments.

Licensing of Corn and Oats Elevators.

Washington, D. C., Oct. 13.—Farmers' co-operative ass'ns are exempt from license if they handle only the product of land owned or cultivated by members. If they deal in products of land other than that owned by the members, license is required of them.

We have already licensed elevators and warehouses handling wheat and rye. If such elevators handle only wheat and rye, no additional license is necessary under the proclamation of Oct. 8. If, however, such elevators handle corn, oats, barley, rice or beans, which are included in the new proclamation, they should apply for license covering these additional cereals. One license will be sufficient for each firm, corporation or ass'n under the new proclamation. We issue a separate license to each plant in licensing the wheat and rye elevators, but are following a different system in licensing the additional elevators and are requiring only one license and one application from each firm or individual.

The question of regulation has not been definitely settled as yet. Reports will be requested, but ample notice will be sent to all licensees as soon as they are approved and printed.—W. B. Owens, Assistant Counsel, United States Food Administration, Law Department, License Division.

BARLEY MAY not be used for poultry feed in Great Britain unless it is quite unfit for human food, by order of the food controller.

BARLEY LOADING has been discontinued in California at the request of the food administration to make available cars for other foodstuffs.

Getting After the Tardy Ones.

Edward M. Flesh, the St. Louis Agt. of the U. S. Food Administration, frequently issues bulletins to the grain dealers and millers of his zone and thru them has done much to enlighten the wheat and rye handlers as to what is expected of them.

From one of his recent bulletins we quote the following emphatic injunctions:

BULLETIN NO. 10.

TO ONE PER CENT OF ELEVATOR OPERATORS:

You must get your reports in more promptly.

You must order your Airtight Containers. You must not sell licensed millers who have no permits.

You must not sell to small unlicensed millers at big prices. (Remember the "unfair practice" clause in the Food Bill.)

You must get in line as to the maximum you may charge a licensed miller. Food Administration is going to hold you just as responsible as the miller who pays above the right basis.

You must not consign to any market where a price has not been established by Food Administration, that is, your consignments must be to Terminal Zone Centers (except by written consent of this office).

You must follow the buying schedule of prices between grades. 61-lb. may grade No. 1. From that, down to and including 59-lb. may grade No. 2, and you must cut at least 3 cents per bushel from 61-lb. grain. Wheat below 59-lb., and down to 57-lb., may grade No. 3, and must be discounted 6 cents from what you are paying for 61-lb. wheat.

TO ONE PER CENT OF MILLERS:

You must secure permits to buy anything not bought direct from farmers.

You must sign Miller's Agreement and make declaration of Previous Performance to the Milling Division before your requisitions will be honored.

You must not carry more than thirty-day supply based on full-time run, except you secure special holding permit.

You must not thwart Food Administration by setting up a buying schedule that does not recognize the fixed Differentials.

Last, but not least, you must get right on maximum price.

Remember, all of you who are in this one per cent class, that Food Administration regulations are not to be treated lightly, but to be followed to the letter.

Remember, if you please, that the same authority that issues the License under which you operate, has the power to recall it.

Now, "line up," please, with the other ninety-nine per cent, to the end that we may go forward in solid Phalanx, to our individual credit, and to the credit of the whole Food Administration Organization.

Weekly Reports to the Food Administrator.



Difficulty

Necessity

Accomplishment.

As Seen by Edw. M. Flesh, St. Louis, Agent of the Food Administration.

Car Loading Capacity of Spouts

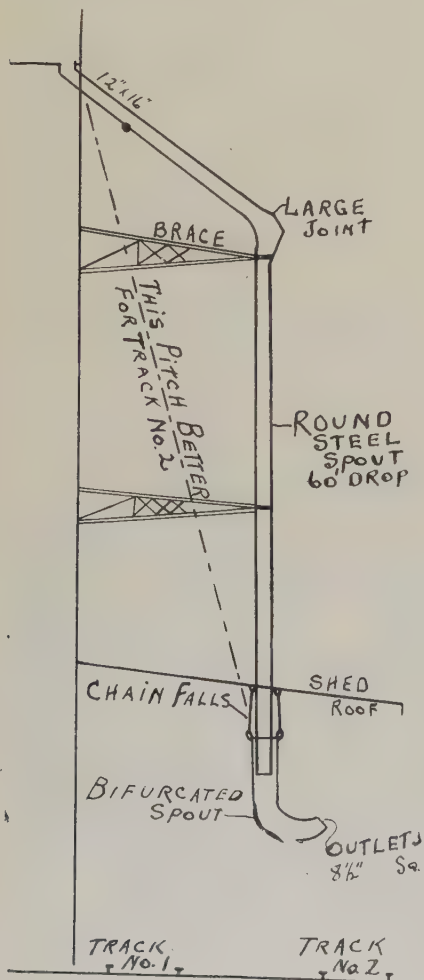
Actual Loading Time.

Grain Dealers Journal: We are giving you herewith actual loading time on four different commodities of grain, all of which were loaded into standard 36-foot cars:

Wheat, 88,000 lbs. 6 min.
Corn, 61,600 lbs. 4 min. 40 seconds.
Oats, 56,000 lbs. 5 min. 30 seconds.
Barley, 60,000 lbs. 4 min. 40 seconds.
Yours truly, Hales & Edwards Co., F.

1,000 Bushels in 6 Minutes.

Grain Dealers Journal: In loading grain with our loading spouts, which are the Sandmeyer's Bifurcated Patterns, we are able to load corn, wheat or oats at the rate of 1,000 bushels each six minutes. Of course this would not apply if we were trying to put in oats above the visible capacity of the car. However, in loading a car which will take the oats within 30 inches of the roof, this time will apply. Our loading spout measures 14x9", has a drop of 70' and is at an angle of 60 degrees.—McDonald & Co., New Albany, Ind.



Loading Spout at Cleveland Grain Co.'s Elevator, Sheldon, Ill.

200 Bus. Corn Per Minute.

Grain Dealers Journal: We have had but little experience loading wheat, so cannot give you time it takes to load car of this grain. Good, dry, shelled corn we can load at the rate of 200 bus. per minute and 32-lb. oats at the rate of 1,600 bus. in about 12 minutes. Grain drops 80 feet from our scales to bifurcated spout. We use a 10" iron pipe for loading spout and the bifurcated spout has opening 8x8" at outlet. The loading spout has a pitch of about 60 degrees. The only way we would know to increase capacity of loading spout would be to use a 12" spout and about 10x10" opening bifurcated spout.—The Fostoria Storage & Transfer Elevator Co., A. T. Ward, Mgr., Fostoria, O.

Pitch of Spout Is 24°.

Grain Dealers' Journal: We use a down spout that is pitched at about 24° and it has a drop of 70 feet, exclusive of the hopper leading from the scale to the spout. In cross section it is rectangular and it measures 7"x11" inside. The bifurcated spout has outlet openings 8" square.

With this spout we are able to load grain in the following time: 60-lb. wheat, 40,000 lbs. in 1½ minutes; 60,000 lbs. in 2¼ minutes; 80,000 lbs. in 3 minutes; 100,000 lbs. in 3¾ minutes. On 56-lb. corn, 40,000 lbs. in 1 min. 40 sec.; 60,000 lbs. in 3½ minutes; 80,000 lbs. in 3 min. 20 sec.; 100,000 lbs. in 4 min. 10 sec. On 32-lb. oats, 40,000 lbs. in 3½ minutes; 60,000 lbs. in 5¼ minutes; 80,000 lbs. in 7 minutes. Better results could be secured with heavier oats.—Jos. F. Van Cura, Sup't Cleveland Grain Company's Elevator "D," Champaign, Ill.

Finds Flexible Spout Better on Large Cars.

Grain Dealers Journal: The drawing which I am sending herewith shows the design of the loading spout we are using. You will note that the spout which leads from the scale hopper is rectangular in cross section, the dimensions being 12" x16". By means of an enlarged joint it is connected to a round steel spout which has a vertical drop of 60'.

In my sketch I show a bifurcated spout attached. This is a very handy spout, and with it we have loaded 40,000 lbs. of shelled corn in 3 minutes; 60,000 lbs. in 4½ minutes; 80,000 lbs. in 6 minutes; and 100,000 lbs. in 7½ minutes. To load 40,000 lbs. of oats requires 3½ minutes; 60,000 lbs., 5 minutes; and 80,000 lbs., 7 minutes. We have handled no wheat or barley with this plant, which is new.

We have another down spout installed in the same manner, with which we use a flexible telescoping spout. It does not load quite so rapidly, but we can load cars up to capacity with it on either of the tracks, and it is used for bulkhead loads and for 100,000-lb. capacity cars.

We do not find that the installation which is shown in the drawing will load large cars so well with a bifurcated spout as with the single flexible spout. Our bifurcated spout is attached by means of

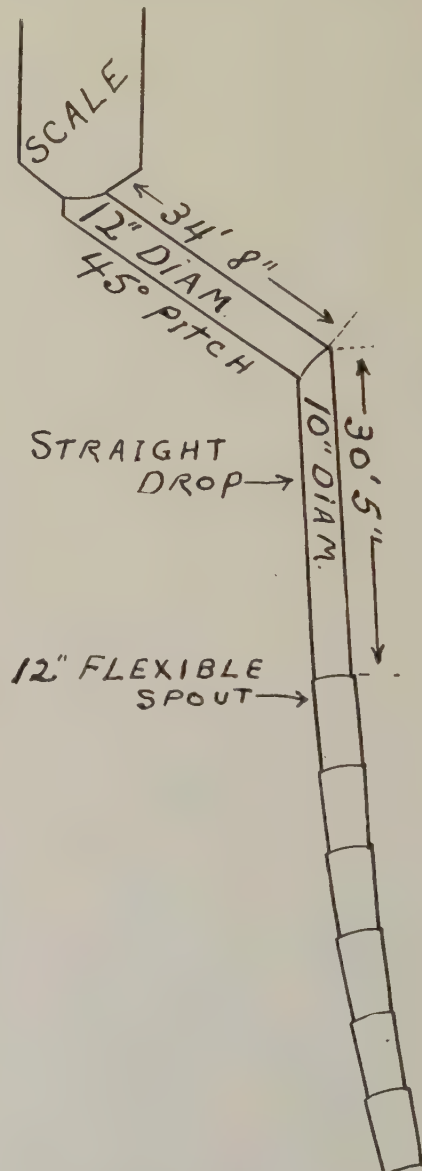
chain falls so that it can be raised or lowered to correspond to the height of different cars, and its openings are 8½" square.

The pitch which I have indicated by the dotted line would be better for cars on track No. 2.—J. H. Jones, sup't Cleveland Grain Co. Elvtr., Sheldon, Ill.

Uses Flexible Spout Only.

Grain Dealers Journal: The drawing which I am sending you shows the design of our loading spout. You will note that a spout 12" in diameter leads from the scale for a distance of 34' 8" at an angle of 45°, and that it is connected with a 10" spout which has a straight drop of 30' 5" to the 12" flexible steel spout which is placed into the car.

The time required to load grain with this spout is as follows: Corn, 40,000 lbs., 5½ minutes; 60,000 lbs., 9 minutes; 80,000 lbs., 12 minutes; and 100,000 lbs., 15 minutes. Wheat, 40,000 lbs., 8 minutes; 60,000 lbs., 12 minutes; 80,000 lbs., 16 minutes; and 100,000 lbs., 20 minutes. Oats, 40,000 lbs., 10 minutes; 60,000 lbs., 15 minutes; 80,000 lbs., 21 minutes. Rye, 48,000 lbs. to 56,000 lbs., 9 to 12 minutes.—T. B. Crawley, sup't Henderson Elevator Co., Henderson, Ky.



Loading Spout at Henderson Elevator Co.'s Elevator, Henderson, Ky.

Believes Flexible Spout Preferable.

Grain Dealers Journal: With reference to loading capacity of spouts, our loading spouts are 10" diameter, outlets of bifurcated spouts are 8x8"; the fall is 50'. It takes nine minutes to drop 56,000 lbs. corn, eight minutes to drop 60,000 lbs. wheat, and 15 to 20 minutes to drop 40,000 lbs. oats. We are thinking of trying a flexible spout. We believe cars can be trimmed in less time with a flexible spout.—Ed Lenne, Supt. J. R. Stafford Elevator, Cincinnati, O.

Uses 11" Round Steel Spout.

Grain Dealers Journal: We use a round steel spout which is 11" in diameter and it has a drop of 58 feet to the bifurcated spout. We can drop 1,000 bus. of wheat into a car in 3 minutes. On Oct. 1 we loaded Rock Island car No. 44535 with 58-lb. wheat, putting in 87,320 lbs. in two drafts. The time required was 5 minutes, included in which was the time consumed in dropping the second draft of 19,320 lbs. from garner to scale hopper.

Thru this spout we loaded 19,000 bus. in 3 hours 10 minutes, the grain being handled by a belt which crosses 6 railroad tracks. I consider this very good work for one leg and one scale, considering the distance which the grain was moved. The spout will apparently handle all the wheat we can get started at the top, and we have no trouble loading 100,000 lbs. into a 36' car of 100,000 lbs. capacity.—G. F. Hawley, sup't Rogers Elvtr., St. Louis, Mo.

Air Must Escape as Grain Falls.

Grain Dealers Journal: I am enclosing a drawing which shows the design, size and angle of the loading spouts at the Armour Grain Co.'s elevator "A," Kansas City, Kan. Originally we had perpendicular spouts and experienced difficulty in loading cars to capacity, but after changing them to the angle shown in the drawing we found them very satisfactory in loading the different kinds and conditions of grain.

We have both square and round spouts put in at the same angle, and have found the square spouts superior to the round. The advantage in having a square spout on an angle is that the grain will hug close to the bottom of the spout, keeping in a body, thus allowing the air to escape above it and gaining velocity as it goes. As soon as the grain enters a perpendicular spout it separates and fills up the spout, and the air in trying to escape above holds the grain back. By the time the grain reaches the end of the perpendicular spout it has lost a great deal of its momentum in overcoming the back pressure of the air and cars will not be loaded so full.

As shown in the drawing, our spouts are 10"x16", the section leading from the scale being at an angle of 45° and that which discharges into the bifurcated loader being at an angle of 76°. The distance in a vertical line from the bottom of the scale hopper to a point level with the discharge end of the bifurcated loader is 87'.

The discharge openings of the bifurcated loader are 6" square, the other end being large enough to slip over the down spout. The curvature of the several sections of the bifurcated loader is shown by the drawing. Thus, the section immediately adjacent the down spout is 4' 6" in length, and it is so curved as to make a straight line drawn from end to end

on the inside pass 2½" from the iron at the central point. In like manner, the second section is 23" long and at its center the straight line would be 1¼" from the metal. The third, or end section is 23" long on its lower side and 16" on the upper and on the upper side the curvature is 2½" from the straight line at the center.

I have not at hand very complete data from which to make a statement as to the time required for loading, but will give the actual time consumed on a few cars. Eight cars loaded in the past 4 days show the following results:

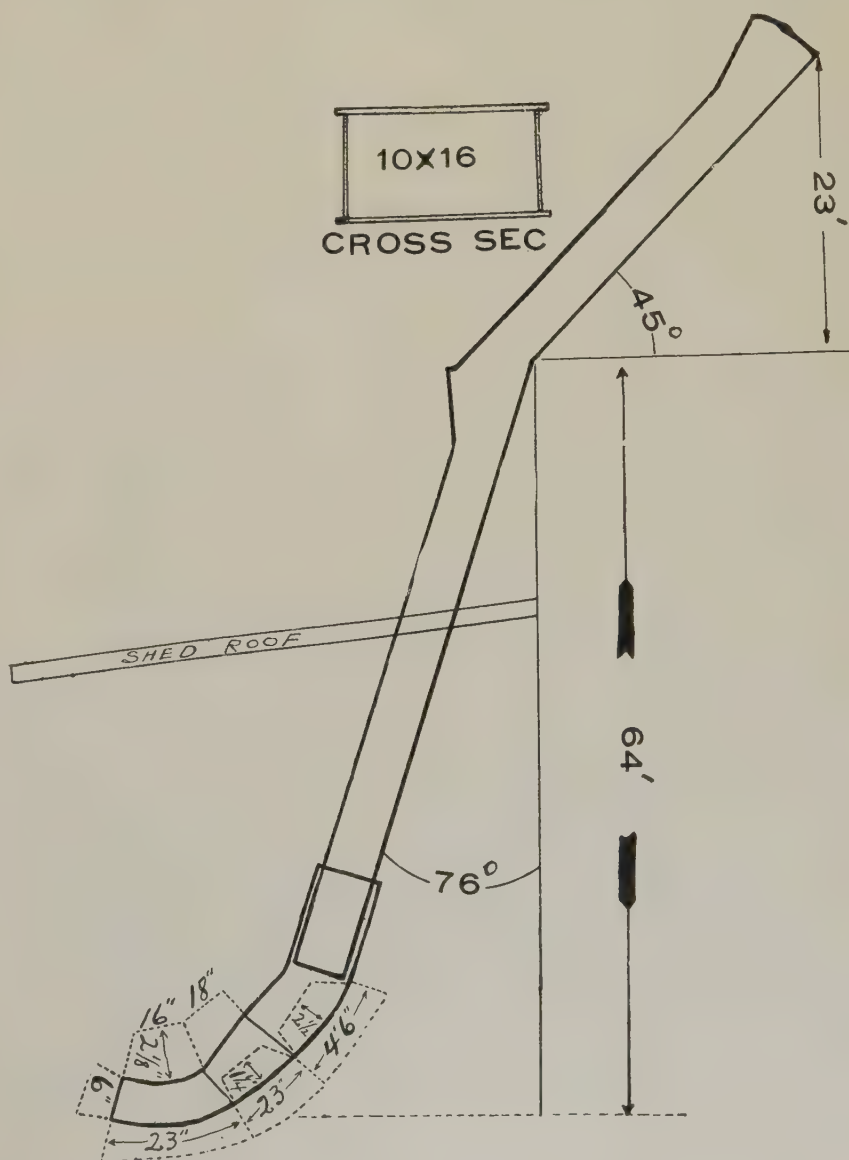
80,000 lbs. 55-lb. corn,	3 min. 20 sec.
66,000 lbs. 55-lb. corn,	2 min. 45 sec.
56,000 lbs. 55-lb. corn,	2 min.
40,000 lbs. 34-lb. oats,	3 min.
88,000 lbs. 61-lb. wheat,	3 min. 15 sec.
80,000 lbs. 60-lb. wheat,	3 min. 10 sec.
55,000 lbs. 61-lb. wheat,	2 min.
66,000 lbs. 61-lb. wheat,	2 min. 30 sec.

Four different spouts were used in loading the cars, and as our spouts which are pitched at 45° are of wood construction lined with sheet iron, a little more wear on one than on the others would show a small difference in time.—F. A. Wilson, sup't Elevator "A," Kansas City, Kans.

Vertical Spout Is Best.

Grain Dealers Journal: I consider a vertical spout, that is, one giving a straight drop from scale to bifurcated spout, as preferable to any other installation for the reason that it eliminates all friction as the grain is falling. In no case would I advise a spout with a pitch less than 85 degrees, as the lessening of the pitch increases friction and decreases the velocity of the grain as it leaves the end of the spout, thus causing it to drop near the door and requiring the shoveling of grain that the spout will deliver if it is properly installed.

A perpendicular spout 12" in diameter, having a drop of 50' and discharging thru a bifurcated loader which has openings 8" square will load at the following rate: On 60-lb. wheat, 40,000 lbs. in 4½ minutes; 60,000 lbs. in 7 minutes; 80,000 lbs. in 9½ minutes; 100,000 lbs. in 12 minutes. On shelled corn, 40,000 lbs. in 5½ minutes; 60,000 lbs. in 8 minutes; 80,000 lbs. in 11 minutes; 100,000 lbs. in 13½ minutes. For rye the time required should be about the same as for corn. On 32-lb. oats, 40,000 lbs. in 8½ minutes; 60,000 lbs. in 13 minutes; 100,000 lbs. in 23 minutes. On barley, 40,000 lbs. in 6¼ minutes; 60,000 lbs. in 9¼ minutes; 80,000 lbs. in 12½ minutes; and 100,000 lbs.



Loading Spout at Armour Grain Co.'s Elevator "A," Kansas City, Kan.

in 16½ minutes. If faster work is required it is only necessary to use a larger spout.—C. H. Pettijohn, Supt The Fort Worth Elevators Co., Fort Worth, Tex.

Load 12 Cars Per Hour.

Grain Dealers Journal: Our average loading is 12 cars per hour of 60,000 lbs. capacity or 80,000 lbs. capacity loaded to 10% over marked capacity of the car. The wheat has a vertical drop of about 70 feet through a 12-inch iron casing to the bifurcated spout and the wheat is in rapid motion from the scale spout when it reaches the top of the vertical casing. About 3 minutes is required to load the car, the other 2 minutes being required for the car puller to move away the loaded car and spot the empty car following in the train of empties. After the cars are coopered and ready the time it takes to put wheat into car is about as above stated.—Electric Steel Elevator Co., C. E. T., Secy. & Treas., Minneapolis, Minn.

Greatly Increased Car Loading Capacity.

Grain Dealers Journal: We have four loading spouts, each having a drop of 80 feet; one spout is a straight down spout, the other three being on an angle of about twenty degrees, the dimensions of which are 8"x14".

Since the installation of the "Superior Loading Horn" we load as follows:

66,000 lbs. wheat, 2 min. 40 sec.
92,000 lbs. wheat, 3 min. 50 sec.
110,000 lbs. wheat, 4 min. 30 sec.
70,000 lbs. oats, 5 min. 5 sec.
61,600 lbs. corn, 3 min.
110,000 lbs. rye, 4 min. 45 sec.
106,700 lbs. barley, 4 min. 50 sec.

Prior to the installation of the "Superior Loading Horn" our best loading was 88,000 lbs. of wheat, which was dropped in cars in 4 min. 15 sec.

We are now able to load as high as 94,000 lbs. into an 80,000-lb. capacity car, and 113,000 lbs. into a 100,000-lb. capacity car, or, in fact, load every car to its full cubical capacity with any grade of grain without any trimming of the load whatever. We have only been able to accomplish this since installing the "Superior Loading Horn."—Yours truly, Superior Elevator Co., Buffalo, N. Y.
H. Stracke, Supt. Hales Elevator, Riverdale, Ill.

Looking for Faster Loading Spout.

Grain Dealers Journal: "The Loading Capacity of Car Spouts" is a subject in which all Buffalo elevators are very much interested.

The writer has been working for some time on this car spout question and has tried out a number of different devices, some of which have proved to be a decided improvement; others did not turn out as expected, but we are not thru with our experiments, as we expect to have built and try out a new-shaped bifurcated spout within the next ten days.

We cannot give you any information at the present time in regard to the time that it takes to load the various quantities into cars. We do not load any cars with less than 60,000 pounds, and very few cars with exactly sixty, eighty and one hundred thousand pounds.

Under the present conditions we load 66,000 lbs. into the 60,000-lb. capacity cars, and we load anywhere from 88,000 lbs. to 92,000 lbs. into 80,000-lb. capacity cars, and in the 100,000-lb. capacity cars we

try to load anywhere from 110,000 lbs. up to 120,000 lbs. This loading is called "maximum" for M. C. B. loading.—Yours truly, Chas. F. Strasmer, Superintendent Connecting Terminal Elevator, Buffalo, N. Y.

War Affecting the Grain Trade.

THE GOVERNMENT is said to have stopped the movement of wheat to eastern markets, from points west of Rugby, N. D.

WAR BREAD is being tried by Hoover in Philadelphia; and if popularly accepted there, will be imposed upon the people generally.

THE UNITED STATES government is not in the market at present to buy the barley and oats embargoed on the 100 Dutch steamers.

THE REMOVAL by Australia of its duty on wheat and flour reciprocally admits its wheat and flour to the United States free of duty.

THERE is nothing in the Government rules to prevent one grain dealer from buying and selling to another.—H. B. Dorsey, Ft. Worth, Tex.

CANADIAN MILLS are now required by the food controller to make no contracts more than 30 days in advance and to limit their profits to 25 cents per barrel.

RULES governing the division of export flour trade among millers in the agreement with the Grain Corporation have been issued from the New York office.

MILLERS of the Chicago zone are being advised to cut down their output to 60 per cent of capacity on spring wheat, and to mix soft winter and durum with the hard wheat.

TO FACILITATE importation of corn into Canada licenses will be issued by the Exports Administrative Board on the recommendation of the Canadian Food Controller, Ottawa, Ont.

THE "NATIONAL FOOD JOURNAL" is a bi-weekly publication just initiated by the British Ministry of Food to give all orders and prices for the information of traders and the public.

"OWING TO CONGESTION at coast terminals, the 30-day limitation clause is hereby waived until further instructions," wrote M. H. Houser Oct. 6 to interior warehousemen on the Pacific Coast.

THE SWEDISH government announced Oct. 12 that Germany has offered to supply the foodstuffs on which the allies and the United States have placed an embargo, including grain, potatoes and sugar.

SCOOPSHOVEL HANDLERS of grain are included in the President's license proclamation of Oct. 10, according to H. D. Irwin, Philadelphia vice pres. of the Food Administration Grain Corporation. He asserts also that all track buyers of grain are included.

NEWPORT NEWS has been named as a terminal basing point and its "fair fixed price" has been established same as Baltimore and Philadelphia. This will change figuring of maximum price at a good many originating points in the Southern wheat raising territory.

I AM THOROLY CONVINCED that the fixed price will remain and that no conditions will arise making it possible to receive more for wheat than the fixed price, and there seems no incentive for anyone to hold their wheat.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n, Ft. Worth, Tex.

DR. RAYMOND PEARL, statistician, is the compiler of the food requirements of the European countries for the information of the Exports Administrative Board. He has a corps of experts who make estimates on each commodity for each country, allied and neutral, changing them from day to day.

AT BALTIMORE the Grain Corporation has given notice that "Grain covered by the following certificates has been in Port Covington (Western Maryland Railroad) Elevator more than 30 days, and will therefore have to be moved by order of the United States Food Administrator." The 28 certificates cover 33,527 bus. wheat and 3,909 bus. rye.

PORTLAND, ORE.—M. H. Houser, agent of the Grain Corporation, has announced that an allowance of 4½¢ per bushel will be made on sacked wheat where sacks are in good condition, and with the prevailing allowance for bad order and worthless sacks. All docks upon which wheat is stored must maintain a day and night watchman. The premises must be kept reasonably well-lighted at night and free from all inflammable, combustible or hazardous material or merchandise.

THE FIRST DUTY of the food controller is not to cut prices, eliminate middle men, sell at cost, or correct in a day economy evils which an unthrifty and luxurious use has allowed, even encouraged, to grow up, but to protect Canada, the Canadian troops and our share of the wall of the empire against disaster thru famine—I use the word without any exaggeration. I can do this only by decreasing consumption, and, as far as possible increasing production.—Canadian Food Controller Hanna.

THE NEW WAR TRADE BOARD, succeeding the Exports Administrative Board, is composed of Vance C. McCormick, chairman representing the Secretary of State; Dr. Alonzo E. Taylor, representing the Secretary of Agriculture; Thomas D. Jones of Chicago, representing the Secretary of Commerce; Beaver White, representing the food administrator; Frank C. Munson, representing the Shipping Board; and one party to be named, representing the Secretary of the Treasury. The Board will stop all trade between the United States and the enemy.

A SECRET SESSION of millers who have signed the agreement with the Grain Corporation was held at Minneapolis Oct. 10 with James F. Bell, chairman of the milling division, presiding, and aided by the branch chairmen from all parts of the United States, to consider the distribution of the wheat supply. After the meeting an order was sent out Oct. 12 that "For the present each mill in the northwestern division shall not grind in any one week an amount exceeding 60 per cent of the average weekly consumption of wheat in 1914, '15, '16, and of the wheat ground 10 per cent must be durum.

M. H. HOUSER, agent Grain Corporation, has written A. H. Hankerson, Seattle, Wash., representative: Be sure to advise everyone that where sacked wheat has been run in there and bulked that we will take it as bulk wheat only, bags, if necessary, being for the account of the seller; also, the cost of bulking it. In other words, we will not take it on the sack basis and be responsible for the bags where it has been bulked. We will not buy wheat where the grade has been altered by cleaning. We want the wheat just as it comes from the country and not otherwise. We may have some graded at a later time.

THE STEAMER Nea-Ellas with a cargo of grain from Baltimore for Italy was sunk in the Mediterranean by a submarine.

FLOUR MILLERS drove such a good bargain in negotiating the food regulations with the government to protect their profits that the White Corn Millers Ass'n has requested regulation of the price of corn; and Hoover has invited their com'ite to meet him in Washington.

ITALY'S COMMISSARY GENERAL has ordered the requisition of the crops of whole rice and of maize of 1917. Exception is made for the amounts of whole rice and maize necessary to each producer for the sowing of his fields; for the feeding of his family and of those dependents to whom he is obliged to give food or payment in kind; and for the use of his live stock; these amounts to be determined by the prefects of the various Provinces. Violation of the ruling is punishable by one year's imprisonment and a fine of 5,000 lire (\$965). In the Province of Genoa the minimum stock of maize exempt from declaration is 5 metric tons of 2,204.6 pounds each.

ROME, ITALY, Sept. 24.—The International Institute of Agriculture gives the 1917 production of wheat in Spain, France, Scotland, Ireland, Switzerland, Canada, United States, India, Japan, and Algeria as 1,665,489,000 bus. or 103.3 per cent of the 1916 crop, and 88.6 per cent of a five-year average 1911-1915. The 1917 production of rye in Spain, Ireland, Switzerland, Canada, and United States is given as 89,950,000 bus. or 110.7 per cent of the 1916 crop, and 126.8 per cent of a five-year average 1911-1915. The 1917 production of barley in Spain, Ireland, Scotland, Switzerland, Canada, United States, Japan, and Algeria is given as 464,289,000 bushels, or 102.4 per cent of the 1916 crop, and 98.4 per cent of a five-year average 1911-1915.

LORD NORTHCLIFFE at Chicago Oct. 23 stated that "Right now 1,200,000 tons of war material lies in American ports awaiting shipment to France. Sinkings by submarines exceed the allied ships building. Lack of ships is the weak link. The only difficulty is the finding of sufficient cargo steamships to carry the ammunition, guns, aeroplanes, autotrucks, complete railways, buildings, tents, horses, mules, foodstuffs and all the rest of the things without which armies can not live." This same ship shortage has reduced the bid for the Australian farmer's wheat to 75 cents, and is beginning to make the Argentine wheat a drug on the Argentine market. The United States wheat grower who is holding for higher prices should pause and think what it would mean to him if the allies are compelled to cut down their wheat imports from the United States by lack of ships.

A FRENCH government decree, effective Sept. 1, creates a central office, consisting of representatives of the Government and of the grain merchants. There is also to be a central committee of millers and bakers. Cereals may be purchased only by French millers and grain merchants, and purchasers of grain must give notice of their buying to the state and must in no case pay prices in excess of those fixed by the decree of July 16. Millers and grain merchants may buy local growing crops only on condition that they will not require transport by railways, waterways or motors. The state will supervise grain distribution, and at all times attempt to be informed as to the exact state of cereals supplied. Grain may be sent by

rail or waterway only by instruction of a Government officer charged with the distribution.

IN ORDER that the price level be not defeated by overgrading, all cars sold by country elevators or dealers to mills and not therefore passing thru the grading of established federal supervision shall be settled for between such mill and elevator basis of the grade fixed by the federal supervisor at the terminal in whose grain zone the elevator or shipper is located, a 2-lb. sample in air-tight container of every car so shipped on such sales shall be sent by the shipper to the zone manager fully marked as to car number, shipper, shipper's estimated grade and buyer, and the grain zone manager shall at once advise shipper and buyer of the grade so judged by the supervisor and retain the sample 30 days for settlement of any dispute or objection.—Watson S. Moore, sec'y Food Administration Grain Corporation, New York.

UPON the declared fair price for wheat the New York price of family patent flour in the larger packages should retail in New York at between \$11.75 and \$12.75 per barrel, depending on the milling yield of wheat this year and the price of mill feed. The price of bakers patent flour to small bakers and retailers in jute packing, allowing for the millers' and jobbers' costs and profits, should range between \$10.35 and \$11.25 per barrel, depending on the milling yield of wheat and the price of mill feeds. The baking of large loaves under non-delivery and cash sales conditions in large sections of Europe would permit the sale at the bakery door of a 16 ounce loaf from this prospective price of flour for 6 cents. The higher labor, fuel costs and methods of distribution thru retailers, delivery, credit and other expensive rehandling systems in the United States increases the price.—Food Administration.

New Members of J. F. Zahm & Co.

Fred Mayer and Fred W. Jaeger, who compose the old and well known firm of J. F. Zahm & Co., one of the leaders in the grain and seed trade at Toledo, O., have taken into partnership with them two old employes as a reward for their efforts and loyalty.

J. A. Streicher, one of the new members, started as office boy with the firm in 1904.

W. W. Cummings started in the grain business with J. J. Coon in 1894 and went with J. F. Zahm & Co. in 1914.

The firm was established in 1879 by J. Frank Zahm, who then engaged in the business on his own account after 10 years' experience with R. Hallaran & Co., the same firm with which Mr. Mayer began as a messenger boy. Mr. Mayer is a native of Toledo, while Mr. Jaeger was born at Elmore, O., and both were admitted to partnership with Mr. Zahm in 1895, after having worked their way up from office boys.

The firm's daily "Red Letter" circular, which is edited by Mr. Mayer, has attracted much attention and contributed much to the success of the firm.

The two Freds will continue on the job, as they do not contemplate retiring, but will give the business the same unremitting personal attention as formerly to the end that their service to customers may be better than ever. A portrait of the four members of the firm is given herewith.

The American Society of Equity will hold its annual convention at Wausau, Wis., Dec. 11, 12, 13. J. Weller Long, Wausau, is Sec'y-treas.

A PURCHASE of 3,000,000 bus. of corn in the United States will be made by the Mexican government, which recently made a deposit of \$500,000 in a New York bank for this purpose.

Members of J. F. Zahm & Co.



In Rear, left to right: J. A. Streicher and W. W. Cummings.
In Front: F. W. Jaeger and Fred Mayer, all of Toledo, O.

Cost of Handling Grain.

In bidding for grain offered to him, the country dealer starts with a known (or estimated) price per bushel as that for which he can sell the grain. From that price he must deduct the amount which it will cost him to handle the grain, and the amount which he expects to secure as profit, before he can learn the price which he can pay for it. It may be stated positively that no dealer can know the exact amount which it will cost him to conduct his business in any current year; the best that he can do is to accept past experience as his guide, estimating so far as may be possible the effect of passing events and conditions. To profit from past experience he must know how much it has cost him per bushel to do business in previous years. If he has had no experience upon which to base his actions he must be influenced by the testimony of other dealers who are similarly situated.

For the purpose of further consideration, we will separate the cost of operation into three elements, viz.: 1. Unforeseen Discounts; 2. Shrinkage; 3. Expense.

Because of peculiar conditions it may be that individual cases may present other elements in addition to the three mentioned, but the purpose is to consider the average requirements, and if one feels that he must include some things which cannot possibly fall under the headings specified he has but to reckon with them, also. They will not alter the principles involved.

DISCOUNTS.—To determine the amount of cost for unforeseen discounts to dealer must know the quantity of each grade, both purchased and sold; he must know the amount of discount which he has taken from the farmer, and the

amount of discount charged against him at the terminal. Knowing these things it is a simple matter to arrive at the unforeseen discount per unit.

SHRINKAGE COSTS, on each grain, will be represented by the quantity which has disappeared, multiplied by the average cost per bushel. The shrinkage cost per unit will be that figure which is secured as the result when the total amount of such cost is divided by the number of bushels purchased. It should be stated, too, that if any money is derived from the sale of dockage it should be subtracted from the amount which stands for the whole of that cost before an attempt is made to find the unit average.

THE EXPENSE may be divided into various Classes, and these will vary according to the nature of the individual business. Each must work out his own classification, but, generally speaking, they will be about as follows: Salary, labor, rent, heat, light, power, insurance, interest, advertising, commission, depreciation, freight, inspection, weighing, stationery, supplies, ordinary repairs, taxes and miscellaneous.

For the general purposes of the business the money expended for these items must be known. In addition, it will be necessary to know the portion of expense which each commodity must bear, in order that each may be made to carry itself. And, moreover, the dealer needs to know the amount expended for each class of expense, and he should have each in such form as to place the figures at his finger tips.

All of this would be easy of accomplishment if all items of expense were directly chargeable to a given commodity and none other, or even if all items were

to be distributed equally amongst the various commodities according to the number handled; or, again, if it were always proper to pro-rate the expenses on the basis of the quantity of each commodity. None of these conditions can be said to exist, for the reason that some expenditures relate to the business as a whole, while others are caused by one or more branches of it without in any way helping the others. Therefore, some plan must be adopted for making the apportionment in a manner which will be fair and which will not necessitate excessive accounting.

THE DEALER DOES not wish to resort to a multiplicity of books, or columns in a book, with their attendant extra work and risk of confusion, to learn these things. If the plan adopted is to find its simplest means of expression, we must turn at once to the ledger as the one place where all of these things should be shown. It is a book which must be provided, and all of these items will, sooner or later, and in one form or another, appear therein. It would seem that it naturally follows that Expenses should be entered in the ledger in such a manner as to serve the purposes of the cost analysis, while at the same time meeting every other requirement.

A separate ledger account should be opened for as many of the classes as possible, and, day by day, as the expenses arise, they should be entered upon the proper ledger account. The dealer will probably have a ledger page for Labor, Rent, Heat and Light, Power, Insurance, Interest, Repairs, Taxes and a few others. In addition, he will have a general expense account, into which all items having no separate account will be posted.

Sheet No. _____

Account No. _____

Terms _____

Name _____

Rating _____

Address _____

Date 1916	Items	Folio	✓	Debits	Date 1916	Items	Folio	✓	Credits
Oct 31	So Cr #2 Mgr Sal			12000	Dec 31	Wheat 1/2 Transfer			19720
" 31	" " #93 Hgr Sal			5000	" 31	Corn 1/2 "			15015
" 31	" " #94 Extra Lbr W			2000	" 31	Oats 1/2 "			3265
Nov 9	" " #95 Ldg Car W			100					
" 12	" " #98 " " C			100					
" 17	" " #100 Unldg Car O			500					
" 30	" " #110 Mgr Sal			12000					
" 30	" " #111 Hgr Sal			5000					
Dec 5	" " #113 Hly Water			100					
" 18	" " #115 Extra Labor C			200					
				37000					37000

It is a slight deviation from the usual meanings, but we will designate those expenses which should be borne by all commodities as "overhead expenses," and those which are caused by a particular commodity as "specific expenses."

As the dealer makes his postings he will mark with a symbol ("w" for wheat, "c" for corn, "o" for oats, etc.) those costs which are to be borne by a single grain, or the "specific expenses." All "overhead expenses" will be left without a symbol.

AT THE END OF THE YEAR he will go through each cost account and take off the designated items, tabulating them so that the cost for each grain may be footed. Having done this, he will apportion, according to the quantity purchased, the undesignated items. After apportionment the part of the undesignated cost chargeable to wheat will be added to the total of those bearing the symbol "w," and this will be done until every grain has received its share. Then he will transfer the proper amount from the account under consideration to each commodity account. To illustrate, is reproduced as Figure 5 a ledger page for Labor Cost, showing several charges and the distribution at the end of the year. These figures are only for the purpose of illustration, and are not expected to be correct, nor is an entire year's business shown. When all costs, including the general expense account, have been treated in this way, the grain account shows at a glance just how much money was paid out for each and every class of expense during the year, and, so far as possible, each has been made to bear its proper portion.

By dividing each grain account's total cost by the number of bushels of that kind which were purchased, the cost per unit is learned; and when to this is added the cost per unit for shrinkage and unforeseen discounts it is made to give the whole cost of operation per unit for the grain under consideration. If it is desired to consider the business as a whole it is but necessary to combine the various grain costs and quantities. And, one may learn the cost per unit of a given class, say insurance, by treating it alone.

Upon occasion there may be deductions to make from the original costs. If this be the case they will (or should) already appear on the credit side of the account affected. Thus, if any amount has been received for storage it will appear as a credit to the grain which returned it, and it should be subtracted from the cost before attempt is made to ascertain the unit expenditure.

IT IS RECOMMENDED that the dealer use two check books, one in paying for purchases of grain, the other being used solely for expenses. If they are printed upon paper of different colors the distinction will be more marked, and, whatever may be the form of the grain checks, those used for expenses should assume the nature of a voucher check.

In conclusion, it may be repeated that the cost for a given year is no criterion for the years which are to follow. Because the volume of business plays such an important part in the reckoning, and since that volume will vary year by year, the figures for one year are only definite for that period. But, they are, at least, a guide by which one may proceed thereafter. They enable the dealer to know what it has cost him to do business, which is almost as necessary as to know what it is going to cost him. Moreover, by having the costs separated not only

as to commodities, but also into their various classes, he is enabled to compare each class month by month and year by year, as well as to compare one class with another. He may determine which of his commodities is returning a profit, which is only breaking even, and which is losing.

The assertion is ventured that if every country dealer will take a cost analysis prepared from his own business along the lines set forth and study it carefully he will see the necessity for certain changes and improvements in the business.

Licensed Inspectors Puzzled by Durum.

From evidence recently presented to the Department of Agriculture it appears that some licensed inspectors are uncertain as to the proper distinction between wheats of the various subclasses of the class common and red durum. In some instances wheat of this class containing less than 75 per cent of kernels of amber color and texture has been designated erroneously as of the subclass amber durum; in other instances wheat of this class containing 10 per centum or less than 10 per cent of the variety red durum has been designated erroneously as of the subclass red durum.

The confusion of the subclass durum with wheat of the subclass amber durum appears to result from the failure to distinguish properly between wheat of *amber color* and texture (subclass amber durum) and wheat of *amber texture*, but of a *dark red color* (subclass durum or subclass red durum, as the case may be). Unless the particular sample of wheat of this class under examination contains at least 75 per cent of kernels which are both of an *amber color* and *amber texture*, as required by the standards for the subclass amber durum, it should not be classified as amber durum. At the same time the subclass durum must not be confused with wheat of the subclass red durum. The Department interpretation of the term "red durum" in its relation to the official standards for wheat may be described as follows:

Red durum is wheat of the class common and red durum which is characterized by kernels of (1) red color; (2) vitreous, mottled, or starchy texture; (3) kernels short in length; (4) pronouncedly and sharply keeled; (5) rather blunt at the brush end, particularly in larger plump kernels (6) wedge-shaped or sharp-pointed at germ end.

Wheat of the variety red durum described above (which is sometimes known as D 5, also as Ladd durum) is identified by the United States Department of Agriculture as Cereal Investigations No. 3322.

In order to insure a uniform application of the standards for common and red durum wheat in the various markets, inspectors should exercise great caution in their examination and grading of samples of this class of wheat. Grain supervisors will take great pains in assisting licensed inspectors in the proper application of the standards to common and red durum wheat and will pay particular attention also to supervisory check samples of such wheat graded by licensed inspectors.—Chas. J. Brand, Chief of Bureau of Markets.

THE SOUTH AFRICAN House of Assembly has decided to take over the surplus corn at 14s 3d per bag of 200 lbs.

Kansas Price Schedule Reduced.

When numerous protests as to the action of certain mills in the purchase of grain from farmers reached the office of E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, he filed complaints with the New York office of the Food Administration Grain Corporation and with A. J. Hunt, head of the Southwestern Milling Division, at Kansas City. Mr. Smiley was requested to furnish a statement showing the actual cost of handling grain thru country elevators, in order that the Corporation might be in position to offer suggestions to those millers who showed a disposition to ignore the elevator men.

The following statement of operating costs was then submitted:

Salary for self and living expenses	\$1,500.00
Salary for extra help, 9 mos. @ \$60.00	540.00
Insurance on elevator	60.00
Insurance on grain	185.00
Taxes	45.00
Gasoline, 1,000 gals. @ 20c.	200.00
Incidentals, \$10.00 per month	120.00
Inspection and weighing, 90 cars @ \$1.10	99.00
Repairs on house, 3%	150.00
Depreciation, 3%	150.00
Interest on \$5,000 invested in plant @ 6%	300.00
Interest on money used, \$10,000 @ 6%	600.00
Total	\$3,949.00

Attention was called to the fact that these figures represent the actual cash outlay only, and that the invisible items of expense, such as loss of grain in transit, failure to grade, and shrinkage, would bring the total cost of doing business to a still higher figure.

Soon after receiving the statement of operating costs Mr. Hunt addressed Mr. Smiley as follows:

"I know that it takes a lot of money to operate an elevator at this time, and accordingly I have given it as my opinion to all millers making inquiry that they should buy wheat from farmers on a gross margin of profit of not less than 5c per bushel and I believe that 6c would not be out of line. You understand that we are not permitted to name actual prices that country grain dealers, whether they are mills owning a line of country elevators or independent dealers, shall pay to the farmers, but the spirit and rule of the Administration is that such wheat shall be bought on a margin of profit that will give grain dealers a fair living."

A short time thereafter, the following recommendation was sent to Kansas millers who are operating under the voluntary agreement with the Food Administration:

"Kansas basis price is \$2.12 Kansas City for No. 2 hard wheat, or better. Owing to the fact that it is impossible for the country elevators to keep the different grades of wheat separate in their elevators, they are unable to protect their premiums, and, therefore, the following schedule, as a basis for buying No. 2 or better wheat has been adopted: All points taking a rate of freight 8½c to 13½c per cwt., 12c off the No. 2 price; 14c to 15½c per cwt., 14c off No. 2 price; 16c or more per cwt. 16c off the No. 2 price. This schedule becomes effective in Kansas on Oct. 7, 1917."

FARMERS are letting go of their wheat freely both in Canada and in the Pacific Northwest states, so that the visible supply in those parts has increased immensely the past few weeks. Advantage of the big Canadian surplus thus available will be taken by the Food Administration Grain Corporation which announced Oct. 24 that Canadian wheat which it had been intended to export, will be diverted to mills in the Eastern United States, which have been suffering from a shortage of hard wheat. It is understood that this wheat is to be replaced within the crop year by exportation to the allies of an equivalent quantity of flour.

Seeds

CLOVER SEED exports have been prohibited by England owing to the short crop.

MECHANICSBURG, O.—The Wing Seed Co. has increased its capital stock to \$150,000.

PLAINVIEW, TEX.—The C. E. White Seed Co. is erecting a brick seed house, 25x140 ft.

CHICAGO, ILL.—Edward Monroe Halsted, for many years with the Albert Dickinson Co., died Oct. 21 at Los Angeles, Cal.

CINCINNATI, O.—Robert O. Strong, treas. of the J. Chas. McCullough Seed Co., was married recently to Miss Elizabeth Cramer.

MILWAUKEE, WIS.—Bids will be received Nov. 1 by the L. Teweles Seed Co. for the construction of its new seed elevator, which is to cost \$200,000.

HAVRE, MONT.—H. Earl Clack Co. is defendant in a suit brot by J. E. Vaughn and others to recover damages for supplying seed wheat not of the variety specified.

NEW CANTON, ILL.—A seed house 38x80 ft. and 3 stories high is being erected by a new firm composed of H. L. and N. T. Nichols and Albert Langfahl of Delavan.

MASON CITY, ILL.—No grass seeds were carried over from last year's crop. Both clover and timothy seed crops were short this year, but the quality is excellent.—The G. D. Sutton Co.

BLACKWELL, OKLA.—H. B. Skein, a farmer residing near this city, is growing a new variety of grain that is a cross between feterita and milo maize, believed to yield 100 bus. to the acre and ripening earlier than kafir.

DERBY, KAN.—Seed crops in this territory are short. Sweet clover is about the same as usual; alfalfa seed is poor in quantity and quality, and not much increase in acreage. Not much good seed will be carried over.—W. S. Baxter.

EVANSVILLE, IND.—W. H. Small of W. H. Small & Co., seed dealers, and Henry Graf, manager of the Ohio Valley Seed Co. of this city, took an active part in the recent campaign to sell \$3,000,000 worth of Liberty loan bonds in Evansville.—C.

DULUTH, MINN.—Receipts of flaxseed at this market during September were 185,792 bus., compared with 37,899 bus. in September, 1916. Shipments were 151,561 bus., compared with 446,395 bus. during the month last year.—Chas. F. MacDonald, sec'y Board of Trade.

NEBRASKA CITY, NEB.—Timothy seed is a very small crop compared with last year's liberal yields. The red clover acreage is small and some new crop seed is being offered in lots of 5 to 20 bus., while last year 50-bushel lots were common.—Edward Bartling Seed Co.

TOLEDO, O.—Receipts of clover seed at Toledo for the week ending Oct. 20 were 900 bags, against 400 bags a year ago, and 4,000 bags for the season, against 2,000 bags last season. Shipments have been 300 bags for the week, against 1,300 for the week last year and 300 for this season to date, against 12,500 bags for the corresponding period of the preceding season, as reported by J. F. Zahm & Co.

EVANSVILLE, IND.—During the past few weeks W. I. Smith, representing W. H. Small & Co., has been in Webster county, Ky., and adjoining counties and contracted for several thousand dollars' worth of clover seed which was shipped to Evansville. The clover crop in western Kentucky was an unusually good one this year and many of the farmers received over \$1,000 for their clover seed.—C.

WASHINGTON, D. C.—According to the Bureau of Crop Estimates the estimated percentage of yield per acre or condition Oct. 1, or at harvest, 100 representing an average, was 99.7 for field peas; peanuts, 99; clover seed, 98.2; alfalfa seed, 94.9; buckwheat, 94.4; kafirs, 87.4; broom corn, 83.4, and flax, 66.8. The following are estimates of a crop produced: Alfalfa seed, 92.8; millet seed, 82.1, and field beans, 130.6.

TOLEDO, O.—October receipts of clover seed promise to be the smallest on record. Crop short and late. Farmers busy and indifferent sellers. Cars scarce. Will receipts be larger next month? Advance has checked cash demand. Present price discounts considerable. Stock here now about 17,000 bags against 24,000 year ago. September first it was 15,000 more than last year. Shipments of old prime have been very liberal, mostly for export. November and December generally smile on the bulls. Dealers, rush in your good clover seed, and secure the October premium. If you feel bullish, replace with December or March at the discount. Still some October shortage.—C. A. King & Co.

SEED IMPORTS during the 3 months prior to Oct. 1, as reported by the Seed Laboratory of the U. S. Dept. of Agriculture, included, in pounds: Alfalfa, 24,500; awnless brome grass, none; Canada bluegrass, 47,300; Kentucky bluegrass, 3,700; alsike clover, 199,900; crimson clover, 799,900; red clover, 33,700; white clover, 46,800; Hungarian millet, 9,000; broom corn millet, 218,500; orchard grass, 57,600; winter rape, 1,098,100; red top, 1,300; English ryegrass, 296,100; Italian ryegrass, 162,900; and hairy vetch, 178,300, compared with alfalfa, 1,384,500; awnless brome grass, 1,400; Canada bluegrass, 15,200; alsike clover, 703,100; crimson clover, 2,837,000; red clover, 1,096,000; white clover, 103,300; Hungarian millet, 73,500; broom corn millet, 29,700; orchard grass, 120,400; winter rape, 211,300; English ryegrass, 56,000; Italian ryegrass, 28,200, and hairy vetch, 131,200 for the corresponding 3 months of 1916.

BELFAST, IRELAND, Oct. 3.—Owing to the prevalence of wet weather since the first cutting the red clover has grown too luxuriant, and the prospect is there will only be a small yield of seed, much of which may be more or less discolored. There is also some white clover, but quantity is reported to be rather smaller than usual. The most important seed crop in this district is ryegrass, which has turned out well. Altho the acreage is probably not any greater than last year the yield, especially of perennial, has turned out heavier. The quality is fine, color, bushel weight and germinating power being all higher than last season. Prices also are higher than last season, but still perennial grass seed is proportionately the cheapest seed in the market. Crested dogstail is also grown largely here, but owing to low figures ruling since the opening of the war the acreage has been very much reduced. The quality of the new crop is fine and price low.—Samuel McCausland.

MILWAUKEE, WIS.—Receipts of seeds at this market during September were as follows: Timothy seed, 203,068 lbs.; flaxseed, 54,450 bus.; and clover seed, 950,713 lbs., compared with timothy seed, 1,539,899 lbs.; flaxseed, 3,900 bus.; and clover seed, 239,185 lbs. in Sept., 1916. Shipments during the month this year were: Timothy seed, 166,720 lbs., and clover seed, 56,200 lbs., compared with 9,120 lbs. of timothy seed and 2,100 lbs. of clover seed during September, 1916. No figures are available for shipments of flaxseed in either year.—H. A. Plumb, sec'y Chamber of Commerce.

WASHINGTON, D. C.—The condition of clover for seed in the principal states is reported by the Government to have been 75% in Indiana and Missouri, 69 in Ohio, 73 in Illinois, 62 in Michigan, 75 in Wisconsin, 73 in Minnesota, 62 in Kansas and only 45 in Iowa, on Oct. 1; against the same in Indiana and Missouri, 76 in Ohio, 74 in Illinois, 90 in Michigan, 80 in Wisconsin, 83 in Minnesota, 76 in Kansas, and 83 in Iowa, on Oct. 1, 1916. The alfalfa seed production is reported to have been 50% in North Dakota, 75 in South Dakota, 72 in Nebraska, and 68 in Kansas; against 98 in North Dakota, 115 in South Dakota, 85 in Nebraska and 88 in Kansas on Oct. 1, 1916. The production of field beans this year against the 10-year average respectively was in California, 200 and 89%; Wisconsin, 100 and 80; New York, 67 and 74; and Michigan, 62 and 71.

Can Boots Be Cleaned by Suction?

Grain Dealers Journal: We handle many different kinds of seed thru our elevator and experience considerable difficulty in preventing the mixing of different seeds in the elevator boots. We would like to know if any of your readers can tell us where we can obtain a suction device which would pull all seed out of the boot after we finished elevating a given kind, so as to prevent its becoming mixed with the kind of seed handled next.

Would it be possible to devise a suction apparatus which would draw the grain out of the boot and deliver it in such a small quantity at the head of the leg, a distance of about 150 feet? We are seldom able to get more than half a bushel of seed out of the boot after we have finished elevating, but it is extremely expensive to take it out with a brush. Any light on this subject will be greatly appreciated.—Seed Handler.

Imports and Exports of Seeds.

Imports and exports of seeds during July, compared with July, 1916, and for the 7 months ending July 31, compared with the corresponding period of 1916, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	1917.	July, 1916.	7 mos. ending July 31, 1917.	1916.
Castor beans, bus.	50,368	66,462	564,831	848,890
Flaxseed, bus.	741,652	1,887,037	5,763,478	7,612,879
Red clover, lbs.	.....	347,573	3,873,183	28,409,369
Other clover, lbs.	469,581	519,381	5,591,781	4,214,589
Other grass seed, lbs.	477,384	1,376,244	4,771,089	6,686,780
	EXPORTS.			
	1917.	July, 1916.	7 mos. ending July 31, 1917.	1916.
Castor beans, bus.	.....	40	.....	40
Flaxseed, bus.	14	61	725	1,392
Red clover, lbs.	.....	.....	2,240	46,113
Other clover, lbs.	83,678	59,521	3,268,248	3,410,558
Timothy, lbs.	53,148	106,073	9,110,889	6,452,041
Other grass seed, lbs.	67,333	150,439	4,617,362	2,058,249

Picking and Storing Seed Corn.

In picking from the standing corn we go thru the fields on foot, taking two rows at a time. Each man carries a grain bag with a strap over the right shoulder, the bag under the left arm with the opening to the front. This gives both hands free, says E. C. Davis, the seedsman.

At convenient distances thru the field we cut out a row or two of corn on which to empty the bags and to drive thru with a wagon and load. The ordinary man can easily pick 5 to 10 bushels a day of select ears in good corn. This would be enough for, say, at least 40 acres.

The man who wants seed for 80 to 100 acres of corn can pick it in two days, exclusive of time required to hang the corn. The total cost of picking seed in this way and putting it on racks or hanging it by the husks or by twine is about 50 cents a bushel. Corn picked in this way is usually rather sappy and must be put on racks to dry at once. It must not be left in bags or piles over night, as it is liable to mold or heat and lose its vitality.

We cure all our seed on racks which hold each ear separate so that they can not mold easily and also allows a free circulation of air. We find that artificial heat is not advisable in curing seed corn, as it is easy to get the temperature too high and it also induces mold. Plenty of ventilation is the best method of removing the moisture from corn, as a good breeze will carry away more moisture than a large furnace will absorb. Ordinarily plenty of air is all that is needed to cure any seed corn. Of course, where there is a large bulk the ventilation must be very good. It is impossible to get too strong a circulation thru the corn.

We are careful not to let our corn freeze before it is thoroly dry, but after that we keep only enough fire to keep out the moisture and prevent extreme low temperatures.

We find that this method, which can be easily followed by any farmer, produces the very best grade of seed corn obtainable.

LONDON, ENG.—The demand for clover and grass seed has been exceptionally brisk at this early part of the year, many big dealers anticipating their likely requirements. About half an average crop of English grown clover seed is expected. White clover and alsike are both small crops in England. Rye grass is a good crop, but owing to high prices of other grasses and clovers, the prices are higher than last year.—C. W. Le May & Co.

THRESHING PREMIUMS were instituted by the government in order to hasten deliveries of grain, but it is evident from the statements here made that there is most decidedly a shady side to the pleasant picture of huge quantities of golden grain being hurried forward by growers. Everyone is threshing and delivering as if they were mad. Yesterday and the day before there were hundreds of peasants' carts with grain at Woolstein. Even the cellar of a brewery has been turned into a grain store. The heaping up of such large quantities of fresh grain must lead to catastrophe, as the grain is still much too soft for such a method of storage. If the grain is heaped up to a height of three feet, as is now being done, it will rot in a short time.—Berliner Tageblatt.

Canadian Food Control Orders.

Orders Nos. 13, 14, 15 and 16 have just been issued by the Board of Grain Supervisors for Canada, providing as follows:

Order No. 13.—That upon all wheat purchased by or for the flour mills in Canada between the 4th of October, 1917, and the 31st of August, 1918, both dates inclusive, there shall be paid by the purchaser to the Board of Grain Supervisors for Canada the sum of 2½c per bushel, and Order No. 8 of the Board, issued on Sept. 12, is amended accordingly.

That the monies collected pursuant to this order shall form a part of the fund provided for by Order No. 9 of the Board, and out of the said fund there shall be paid, in addition to the carrying charges and administrative expenses mentioned in said Order No. 9, such carrying charges as are fixed by order of the Board on wheat from the western inspection division held by or for eastern millers in store east of Port Arthur during the closed season of navigation in Canadian public or terminal elevators, or winter storage boats at eastern Canadian lake ports, in so far as such wheat is held by or for such millers to satisfy their milling requirements.

Order No. 14.—That upon street wheat owned by country elevators as at Oct. 1, or purchased thereafter and carried by such elevators, there shall be paid out of the fund created under Order No. 8 of the Board carrying charges at the rate of 1-25c per bushel per day from Oct. 1 upon such wheat actually in such elevators on that date, and in so far as street wheat subsequently purchased is concerned from the date upon which such wheat is so purchased, cash ticket issued and wheat actually delivered to such elevator, until the date such wheat is unloaded at a terminal elevator or mill in the western inspection division.

This order is to be effective as at Oct. 1. No payment will be made for carrying charges accruing after the 31st day of May, 1918.

Order No. 15.—That upon wheat held by or for eastern millers, upon which carrying charges are to be paid pursuant to Order No. 13 of the Board: Such carrying charges shall be paid from Dec. 15 upon all such wheat which shall be actually in store by that date, and from actual date of delivery into store of all such wheat subsequently received in store. Such carrying charges shall be paid until such wheat is actually taken out of store, or until Apr. 30, 1918, on all wheat still in store on that date. No carrying charges shall be paid after that date.

The carrying charges to be paid shall be as follows:

(a) On wheat in Canadian public or terminal elevators, 1-22c per bushel per day;

(b) On wheat stored in winter storage boats 1-25c per bushel per day.

Order No. 16.—It is hereby ordered by the Board of Grain Supervisors for Canada that the prices to be paid for street wheat shall be not less than the prices heretofore fixed by the Board, basis in store Fort William and Port Arthur, after deducting

(a) The proper freight charges;

(b) A sum not to exceed five cents per bushel, plus whatever fraction of a cent per bushel may arise when deducting the freight rate per bushel from the fixed price per bushel.

Long in the Service.

Seth Catlin, the genial chief grain inspector for the Boston Chamber of Commerce, has, by the long period of service that he has rendered the grain trade, earned for himself a certain distinction; and this is best expressed, perhaps, by



Chief Grain Inspector Seth Catlin, Boston, Mass.

the title which has been bestowed upon him by the members of the Boston exchange. One seldom hears him referred to as Mr. Catlin, or even as Seth. It is always "Big Chief" when a Boston dealer mentions their chief inspector, and when the "Big Chief" speaks he is given the respectful attention due a leader.

Mr. Catlin, whose portrait is reproduced herewith, began his service for the grain trade as a sampler's helper on the Illinois Central tracks in Chicago in 1875. He has been in continuous service in inspection work ever since. For 20 years after leaving Chicago he was employed by the New York Produce Exchange, and for the past 15 years he has held his present position at Boston.

In the 42 years that have passed since he first drew a sample from a carlot of grain in the Chicago yards a vast number of changes have been wrought in the grain trade, and even in the sampling and inspection service a steady transition has taken place. No greater proof of an inspector's honesty of purpose and ability could be found than that he has progressed with the moving tide.

BRITISH MILLERS are losing money. The government owes them. They have been running at a loss. National Ass'n of British and Irish Millers is controlled by the government. They are asking the government to promptly make good the losses. They have been assured that they will be provided for. Millers in this country are more fortunate. They are pleased with the proposed arrangements for them. Small millers, under a hundred barrel capacity, are not compelled to join the Ass'n, but are expected to respect the government prices.—C. A. King & Co.

Grain Trade News

ARIZONA

Tempe, Ariz.—The Tempe Milling Co. is erecting 4 grain storage bins 60 feet high, of re-enforced concrete.

ARKANSAS

Blytheville, Ark.—The J. L. Russell Commission Co. will erect a corn elvtr. here.

Stuttgart, Ark.—The Arkansas Grain Co., under the management of J. W. Seaman, will erect a 50 barrel mill.

Fort Smith, Ark.—An elvtr. having a capacity of from 6,000 to 8,000 bus. has been erected by the Hayes Grain Co.

CALIFORNIA

San Francisco, Cal.—The California Grain Co. has been organized in this city to deal in rice and other grains.

San Jose, Cal.—A 1,000,000 bag elvtr. will soon be built by the Southern Pacific, says Charles E. Virden pres. of the Chamber of Commerce.

CANADA

Winnipeg, Man.—The Canada Atlantic Grain Co. has been incorporated.

Barons, Alta.—The Moore-Iverson Grain Co. Ltd., incorporated; capital stock, \$15,000.

Winnipeg, Man.—The Grain Growers Grain Co. is erecting a machinery repair shop costing \$100,000.

Yorkton, Sask.—The N. Bawlf Grain Co. Ltd. has purchased the five elvtrs. belonging to the Atlas Elvtr. Co. at a cost of \$40,000.

Montreal, Que.—Alexander McFee, at one time pres. of the Montreal Corn Exchange, died here after a long illness.

Southey, Sask.—Fire Oct. 13 destroyed the Maple Leaf Elvtr., resulting in the loss of about 20,000 bus. of grain.

Maryfield, Sask.—The elvtr. of the Saskatchewan Elvtr. Co. was destroyed by fire Oct. 12, at an estimated loss of \$10,000. Some 6,000 bus. of wheat were also burned.

FORT WILLIAM LETTER.

The active members of this Exchange are now doing all their purchasing and selling in the trading room, instead of privately as heretofore. Half hour quotations are now being posted and all facilities have been provided for the use of the members. The first car of grain consigned to the local sample market was sold by the Bole Grain Co. at a premium of 2½ cents over the grade price. Three Winnipeg grain men were admitted as members of this Exchange on the 16th instant. The membership now totals 172, and seats are selling at \$400. The membership has been limited to two hundred. The Exchange are investing \$5000 in the next Canadian War Loan and \$500 in the Saskatchewan Greater Production Loan.—C. Birkett, sec'y Fort William & Port Arthur Grain Exchange.

The annual general meeting of the Fort William and Port Arthur Grain Exchange was held Oct. 10 and the following officers were elected for the coming season: H. I. Sterling, pres., F. H. Bole, vice pres., C. Birkett, sec'y. Members of the council are, John Bell, D. L. Bole, D. W. Black, W. D. Muirhead, John King, F. A. Guy, N. M. Paterson, James Murphy, J. R. Smith, A. Sellers and J. F. Robertson. For the Arbitration Board were chosen, G. D. Gale, H. Sellers, J. W. Wolvin, James Murphy, D. E. McKay, A. D. Lemay and F. A. Guy and for the Board of Appeal, John King, J. R. Smith, George G. Rugger, E. G. Penniman, H. S. Benfold, W. D. Muirhead, G. D. Mac-

Donald. The sample market is proving to be a very satisfactory method of disposing of grain and large quantities have changed hands during the past week.

The strike at the terminal elvtrs. was settled Oct. 10, and Leslie H. Boyd, director of elvtrs. issued the following order: "When any difference arises between any employee and his superior officer, the employee will have the right to appear before such officer together with a fellow employee chosen by him to maintain that he was in the right. If he thereby fails to receive full justice according to his contention, he will have the right to appear before the said director, together with the presiding officer of the local union, No. 934, who will fix a time and place for hearing both sides of the controversy, and will notify both parties thereof. At the said hearing the director may require either or both parties to adduce further evidence indicated by him of their respective contentions. Having heard all the evidence adduced as aforesaid, the director shall give each party in writing his decision, which shall be final and which both parties shall strictly observe.

COLORADO

Denver, Colo.—John V. Wert who has been employed by the Longmont Farmers Milling & Elvtr. Co. for the past eight years, died at the age of 45 years, Oct. 17. Mr. Van Wert had been a resident of Denver for thirty-two years.

IDAHO

Moscow, Ida.—Mark F. Miller Mfg. Co. has purchased two Hall signalling grain distributors.

Filer, Ida.—The Farmers Grain & Milling Co. will install a Hall signalling grain distributor in its elvtr.

Jerome, Ida.—A Hall signalling grain distributor will be installed in the elvtr. of the Farmers Grain & Milling Co.

Meridian, Ida.—We have bot a cement elvtr. at Meridian; capacity 32,000 bus. with four tanks. A warehouse of 20 car capacity will be erected in the spring. A 100-barrel mill may be erected for the coming year.—Nampa Mfg. & Elvtr. Co.

ILLINOIS

Kilbourne, Ill.—An elvtr. is being built by McFadden & Co.

Du Bois, Ill.—J. A. Reminger has bot the elvtr. of Henry Bender.

Tucker, Ill.—The Farmers Elvtr. Co. is now using its new office.

Springerton, Ill.—The elvtr. of W. C. Smith is nearing completion.

Gibson City, Ill.—The elvtr. of Geo. A. DeLong is being remodeled.

Hudson, Ill.—Work has been started on the new office of the Hudson Grain & Coal Co.

La Prairie, Ill.—J. A. & H. C. Tenhaff have sold their elvtr. to the Farmers Elvtr. Co.

Van Petten, Ill.—The elvtr. of the Van Petten Elvtr. & Grain Co. is being repaired.—X.

Morrisonville, Ill.—We are planning to enter the grain business.—Manning & Manning.

Minonk, Ill.—The Minonk Farmers Grain & Supply Co. will build a new cement warehouse.

Barrow, Ill.—V. C. & Trask Elmore is the name under which the business heretofore known as Elmore & Lemmon will be conducted.

Crystal Lake, Ill.—The Crystal Lake Grain & Produce Co., incorporated, capital stock, \$5,000.

Plymouth, Ill.—A meeting was recently held to consider the organization of a farmers elvtr. co.

Minonk, Ill.—The elvtr. belonging to U. B. Memmen and R. B. Stoddard is being taken down.

Evansville, Ill.—The Sauer Mfg. Co. is erecting a building to be used for the storage of corn.

Fiatt, Ill.—The Fiatt Elvtr. Co. is building an elvtr., the construction work being well under way.

Bloomington, Ill.—The concrete storage tanks being built by L. E. Slick & Co. are more than half completed.

Clarence, Ill.—A fire destroyed the building of the Frederick Grain Co. Oct. 7, and C. M. Carson's grain office.

Cabery, Ill.—I am now mgr. of the Cabery Farmers Grain Co., having succeeded O. J. Bader.—R. C. Hughes.

Kewanee, Ill.—W. B. Cavanaugh has installed another electric motor and a Western Sheller in his elvtr.—T.

Ocoya, Ill.—The Farmers Elvtr. Co. at a recent meeting, decided to organize under the pro rata co-operative plan.

Buffalo, Ill.—E. B. Conover is building an addition to his elvtr. The Decatur Construction Co. is doing the work.

Donnellson, Ill.—I am now interested in the Donnellson Grain Co., Denver Dunn being out of the firm.—John Shutt.

Port Byron, Ill.—The Port Byron Grain & Fuel Co. bot the elvtr. of A. G. Brewster. Dave Schafer is mgr. of the company.—X.

McDowell, Ill.—Chas. Cottrell, mgr. of the McDowell Farmers Grain Co., is spending a vacation in the Yellowstone National Park.

Dundee, Ill.—The Farmers Co-operative Elvtr. Co. has not decided upon a location for the elvtr. it expects to build in the near future.

Chatten Sta. (La Prairie P. O.), Ill.—O. J. Bader is mgr. for the Farmers Co-operative Elvtr. Co., which recently erected an elvtr. here.

Bethany, Ill.—I have just sold R. W. Noble's elvtr. at Bethany, Ill., to T. F. Abrams of Tuscola, Ill. Possession Oct. 11.—C. A. Burks.

Janesville, Ill.—The Henderson Elvtr. Co. does not operate an elvtr. here, the only plant being that of the Houser & Sutton Elvtr. Co.—X.

Melvin, Ill.—We will build a new office and feed room, to be 25x150 feet, and will put a steel roof on our elvtr.—Melvin Farmers Grain Co.

Byron, Ill.—Mr. Waldie, of Oregon, is now mgr. for the Farmers Grain & Elvtr. Co., succeeding L. D. Marshall, who will remain as ass't mgr.

Bloomington, Ill.—I have moved my office from Farmer City to this place and will conduct the business of my stations from here.—C. F. Scholer.

Warsaw, Ill.—Fred Council, formerly mgr. of the Farmers Grain Co. at Fogarty station, will be the new mgr. of the Farmers Grain & Supply Co.

Pitwood, Ill.—We recently bot the elvtr. of the R. F. Cummings Grain Co. and expect to rebuild next year if conditions are favorable.—Davis Bros. & Ash.

Randolph, Ill.—The farmers are organizing a company to build an elvtr. at this station on the I. T. S., but their organization has not been perfected.—F. C. Marten.

Watseka, Ill.—The Farmers Grain Co. is considering erecting a new office and warehouse building. The structure is to be 42 by 60 feet and built of Danville brick.

Topeka, Ill.—We are building a reinforced concrete elvtr. It will be 32x32 feet and 90 feet high, with capacity of 30,000 bus.—T. F. Himmel, agt., McFadden & Co.

Clements sta. (Murrayville p. o.), Ill.—Wm. Mortimer has been elected pres., B. F. Rawlings sec'y and John Shirley mgr. of

the recently incorporated Farmers Elvtr. Co.

Peoria, Ill.—At a meeting of the Board of Trade on Sept. 29, the commission rate on wheat consignments was changed from one and one-half cents per bushel to one cent.

Herman, Ill.—The Farmers Elvtr. Co. will convert one of its elvtrs. into a feed house and it is now building a gasoline and oil house for the storage of its stock of these products.

Morrisonville, Ill.—Manning & Manning have bot the elvtr. erected last August by Louis Johnson. The structure is of concrete and steel and has a capacity of over 55,000 bus.

Charleston, Ill.—G. B. & C. M. Griffin have let the contract for a new office building to be used by the coal and grain dealers. The building will be 20x76 feet, with basement.

Taylorville, Ill.—The Farmers Grain & Produce Co. incorporated; capital stock \$15,000; incorporators, D. L. Dunbar, C. A. Peabody and others. The company expects to build an elvtr.

Belvidere, Ill.—At a meeting held by farmers recently plans were laid for the organization of a company to operate an elvtr. W. H. Shaw was elected pres. and S. H. Luhman sec'y.

Princeton, Ill.—The elvtr. owned by Geo. S. Dole and operated by W. C. Brokaw under lease has been moved to a new location on the C. B. & Q. and it is being thoroughly overhauled.

Stronghurst, Ill.—We have built new coal sheds with concrete floor and sides and fir lined, and have installed a safe in our office.—Stronghurst Grain & Mdse. Co., by J. M. Anderson, mgr.

Fancy Prairie, Ill.—The stockholders of the Fancy Prairie Grain & Coal Co. have voted to reduce the capital stock by 140 shares, and to change the corporation to the co-operative plan.

Hayes, Ill.—The recent report that the American Grain Co. is building an elvtr. here is incorrect, and there has not been any talk of a new elvtr. here so far as I know.—E. E. Hamman.

Manchester, Ill.—The interest of I. L. Lemmon in the elvtr. of Elmore & Lemmon having been bot by Mr. Elmore, the business will be conducted under the name of V. C. & Trask Elmore.

Galesburg, Ill.—An oil stove in the office of the Farmers Galesburg Elvtr. Co. almost set fire to the building recently. A brick chimney is being built and a coal stove will be used in the future.

Lanesville, Ill.—The Farmers Grain Co. incorporated; capital stock, \$13,000; incorporators, H. C. Whittemore, C. J. Campbell and others. The company has bot the elvtr. of Metcalf & Kinnahan.

Roodhouse, Ill.—The business in which I recently purchased the interest of I. L. Lemmon will be conducted under the name of V. C. & Trask Elmore instead of Elmore & Lemmon.—V. C. Elmore.

Philo, Ill.—J. A. Gillis will remodel the elvtr. purchased some months ago, overhauling the plant thoroughly and installing new machinery. The Burrell Engineering & Construction Co. will do the work.

Padua, Ill.—Chairman Thomas C. Dempsey of the state public utilities commission heard the application Oct. 4 of the Padua Grain Co. for authority to issue capital stock to the amount of \$10,000.

Beardstown, Ill.—Henry McKeown, who has been head bookkeeper for Schultz, Baujan & Co., has resigned that position and will take charge of the milling plant which he and a partner have bot at Griggsville.

New Berlin, Ill.—N. C. Twist, who has been in the grain business here for the past ten years, has sold his interest in the elvtrs. at New Berlin, Prouty, Island Grove and Bates to the Central Illinois Grain Co., of Ashland.

Cisco, Ill.—This company is the only farmers elvtr. company at this station, and we are building an addition to our plant for ear corn. Its capacity will be about 16,000 bus.—Cisco Grain Co., by W. S. Armsworth, mgr.

Milford, Ill.—J. G. Holderman, a grain dealer, died suddenly Oct. 5 of heart trouble. Mr. Holderman came to Milford from Frankfort, Ind., about 3 years ago and had been engaged in the grain business here since that time.

Danforth, Ill.—Since the elvtr. of M. R. Meents & Sons, of which I was mgr., was sold to the Farmers Elvtr. Co. I have not been engaged in the grain business, and am now cashier of the Farmers State Bank.—Robt. R. Kohlman.

Lawndale, Ill.—Work on the 35,000-bu. ear corn elvtr. of Holmes & Maurer, for which the Decatur Const. Co. has the contract, has been delayed on account of inability to get needed material.—G. J. Brearley, agt., Holmes & Maurer.

Fancy Prairie, Ill.—The elvtr. I am building at Fancy Prairie has a capacity of 12,000 bushels and will be completed about Oct. 15. I will manage it from Mason City, Ill., but have not hired a manager for this station yet.—John A. Peters.

Arcola, Ill.—The Arcola Farmers Elvtr. Co. is erecting an enormous crib so as to be prepared to handle the new crop. Last year the company had difficulty in securing cars and were often compelled to request the farmers to stop deliveries.

Decatur, Ill.—F. B. Hitchcock, sec'y of the Illinois Grain Dealers Ass'n, landed in New York on Oct. 10, after several months spent in France and Italy. He was delighted to get back from suffering Europe. His deepest impression of the conflict is horror.

Loda, Ill.—On Oct. 11 thieves entered the grain offices of E. M. Hungerford and John T. West & Son. At the former office little of value was secured, while at the latter the safe was blown and about \$15 taken. Several other business houses were also broken into.

Pontiac, Ill.—Clarence A. Bryant, formerly in the employ of the Worth-Giles Grain Co., who enlisted in the United States Army some months ago, is now a private in the eighth field battalion of the signal corps, stationed at the Presidio, Monterey, Cal.

Kenney, Ill.—The Kenney Elvtr. Co. has bot and will take immediate possession of the elvtr. at Jenkins switch. The new company is planning an annex which will double the capacity of the elvtr., and will also build corn cribs. Le Roy Fiffer will have charge and will reside at Clinton.

Taylorville, Ill.—The death of one of the partners in this business some time ago made it necessary for the property to be placed in the hands of the court to settle his estate. We will not build an elvtr. until the estate is settled, but it is our intention to build as soon as we can.—Ora Home Mfg. Co.

Tuscola, Ill.—I am building a new elvtr. on site of old Ervin Plant; 30,000 bu. capacity; will be modern, electric power. Bethany plant, 50,000 bu. capacity, steam power. I expect to devote my time between the two places. The Tuscola house will be completed for the new crop Nov. 1.—Thos. W. Abrams.

Princeton, Ill.—The reinforced concrete elvtr. of the Princeton Farmers Elvtr. Co. is nearing completion. It will have 4 large circular bins and 4 interstice bins. Equipment will include a dump scale, manlift, Richardson Automatic Scale and an electric motor to furnish the power. L. Bass is mgr. of the company.

Bellflower, Ill.—We have overhauled our plant, discarding all the old machinery except the engine, and equipping it with up-to-date Western Machinery. The interior has been rearranged to some extent, and electric lights installed. The engine will be converted from gasoline to kerosene.—Clarence W. Johnson, agt. W. T. Bradbury Co.

Cairo, Ill.—Officials of the Illinois Central Elvtr. maintain that the assessed valuation placed on the property by the Board of Review is too high, and have threatened to raze the structure. As the assessment was made in 1915, and must run four years before change can be made, the Board of Review is of the opinion that no change can be made at this time, even tho a change might be agreed upon.

Homer, Ill.—Four feet of concrete which had been poured at the elvtr. now under construction for the Farmers Elvtr. Co. in the evening of Oct. 14 froze that night, and when new concrete was poured on top of it the next morning it gave way and fell to the ground, a distance of about 70 feet. A number of workmen were employed at the top of the structure, and others were on the ground, but no one was hurt.

Civer sta. (Cuba p. o.), Ill.—The elvtr. of Buckley, Pursley & Co. burned Oct. 16. The plant and about 2,000 bus. of grain were destroyed. Ira Moorehouse, mgr. for the company, had just stopped the engine when there was a loud report, and he was thrown about 30 feet from the door of the engine room, his hair, face and clothing being burned by the flames. It is believed that the fire was caused by a dust explosion.

Redmon, Ill.—The fire reported in the elvtr. of Price & Cooley was in the plant of the Redmon Elvtr. Co. It was caused by spontaneous combustion in a cob house, due to the fact that old cobs and dust were not removed from the house before it was again filled. The piling of the new cobs on the accumulated cobs and dust generated heat which fired the pile. It was not, as previously reported, due to heat from the nearby boiler room.

CHICAGO NOTES.

The estate of Albert G. Wheeler has posted its membership for transfer.

Capt. Caleb H. Canby, Jr., has been assigned to active duty as assistant to the department quartermaster.

The commission rates on cash grain were discussed at the dinner of the Grain Receivers Ass'n at the Atlantic Hotel Oct. 18.

The Board of Trade service flag will have 675 stars, one for each member or relative of a member in military or naval service.

Creditors of the W. A. Fraser Co. are given notice by Sidney C. Eastman, referee in bankruptcy, that on Oct. 25 he will declare and direct payment of the fourth dividend.

Charles R. Clark, for 40 years identified with the Board of Trade and formerly a member of the firm of A. C. Clark & Co., died Oct. 20, at his home in Blue Island, Ill.

Seventeen of the clerks employed by the Chicago office of the Grain Corporation have been discharged, as the volume of business has been too small to occupy the time of all those first engaged.

When a notice was posted to the effect that one chief and 24 assistant clerks were wanted by the government for office work in France it required less than a half hour for 25 men identified with the Board of Trade to report to the persons designated and offer themselves for service.

John B. Turner of Cotter & Turner, commission merchants of Memphis, Tenn., has been expelled from membership in the Board of Trade, and the decision against him has just been sustained by the Supreme Court of the United States. He was expelled for alleged misstatements of facts when he applied for membership, and retaliated by starting suit against the Board for \$200,000 damages, declaring that he had not been given a fair hearing.

INDIANA

Pike sta. (Frankfort p. o.), Ind.—McComas & Brant have opened their new elvtr.

Veedersburg, Ind.—The office of the Farmers Milling & Elvtr. Co. was broken into by thieves recently, but nothing was taken.

INDIANAPOLIS LETTER.

Evansville, Ind.—William Bedford, a well known grain dealer of this city, died recently at Long Beach, Cal., at the age of 77 years.

Lafayette, Ind.—Burglars recently made two attempts in one week to rob the M. Schnaible Grain Co., but nothing of value was taken.

Earl Park, Ind.—Thieves recently entered the offices of the Flinn Grain Co. and the Richland Grain Co. and took a small amount of money.

Westport, Ind.—Frank Tyner, who recently sold his elvtr. to the Blish-Shields Co. of Seymour, has been retained as mgr.

Reagan, Ind. (Frankfort p. o.).—Frank Strange, formerly with the firm of Wallace & Strange, Frankfort, Ind., is mgr. of the Reagan Grain Co.

Lebanon, Ind.—We have disposed of our business at this point to Grant & Wyeth of Charleston, Ill. We give possession about Nov. 1.—N. W. Mattix & Co.

Poseyville, Ind.—P. Reising & Sons are remodeling their elvtr. and the improvements will be completed in time for the elvtr. to receive the corn crop.—C.

South Bend, Ind.—Homer Myers of this city was struck by an interurban car and died from injuries received. Mr. Myers was mgr. of the New York Central grain elvtrs.

Herr sta. (Fayette p. o.), Ind.—A firm composed of S. J. Jenkins and Charles and John Herr will build a 30,000-bu. elvtr. here. The Reliance Construction Co. has the contract.

Belshaw (Lowell p. o.), Ind.—The Farmers & Gleaners of Lowell have purchased the elvtr. of F. C. Brown & Co., and will take charge Nov. 15. Mr. Brown will remain as mgr.

Coatesville, Ind.—I purchased the mill and elvtr. located at Coatesville, of Davis & Johnson last April, and have dismantled the flour mill, converting all into the elvtr. business.—F. A. Rouse.

Veedersburg, Ind.—At a recent meeting of the stockholders of the Farmers Milling & Elvtr. Co. a com'te of three was appointed to secure a site for the new elvtr. to be constructed or purchased.—C.

Evansville, Ind.—A warehouse costing about \$10,000 will be built by Edward F. Goeke Co., grain and hay dealers of this city. Plans for the building have been completed and work will start at once.

Hurlburt, Ind.—The present village of Hurlburt will probably be moved about ½ mile east of its present location when the railroad station is moved. Farmers in the vicinity plan to erect an elvtr. on the railroad.

Effner sta. (Sheldon, Ill., p. o.), Ind.—I have resigned my position with the Sheldon Elvtr. Co. at the Effner station and accepted one with E. D. Risser & Co. at Ludlow, Ill. Will take charge Nov. 1.—W. M. Barnes.

Evansville, Ind.—Julius Artes, mgr. of the Union elvtr. in this city, who is a candidate for re-election to the Evansville city council, is conducting an active campaign and his friends say that he has developed into a regular William Jennings Bryan when it comes to oratory.—C.

Hamlet, Ind.—A new 60,000-bu. elvtr. has recently been erected by C. E. McFadden of Hamlet, Ind.; W. T. Palmer, Celina, O.; H. M. Brown, Mechanicsburg, O., and B. T. Dosler, Walkerton, Ind. The plant is equipped with two cleaners, oat clipper, corn sheller, drier, hopper scales, and a 100 horse power steam engine, and is operated by the Hamlet Grain Co.

Bluffton, Ind.—The circuit court has overruled the demurrer of the Studebaker Grain & Seed Co. to the sale of the B. G. & C. Traction Co.'s railroad, on which the company has two elvtrs. at Linn Grove and Vera Cruz, to Thomas Flynn, who intends to take up the tracks for junk, depriving the elvtrs. of shipping facilities.

The Indiana Grain Dealers Ass'n voted to buy \$1,000 worth of liberty loan bonds. The Ass'n bought \$1,000 worth of the first issue.

Liberty Loan bonds to the amount of \$10,000 were recently taken by the Indianapolis Board of Trade, making a total of \$20,000 since the bonds were placed on sale.

The following shippers have been elected to membership in this ass'n: N. E. Walker & Co., Onward, Ind., and Ben C. Thomas, Columbus, Ind.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

A thief entered the office of William Rouse & Son on the afternoon of Oct. 17, pried open the door of a strong box and took a number of non-negotiable papers. The cash drawer was not molested.

IOWA

Plainfield, Ia.—We recently built an elvtr.—Farmers Elvtr. Co.

Cromwell, Ia.—Gault Bros. have recently installed scales at their elvtr.

Jackson Junction, Ia.—The elvtr. of Gilchrist & Co. is being repaired.

Westfield, Ia.—D. F. Connolly is now agt. for the McCaull-Webster Elvtr. Co.

Algona, Ia.—The office of the Wagner Grain Co. has been moved to a new location.

Moorland, Ia.—The tile elvtr. of the Farmers Grain Co. loaded its first car on Oct. 13.

Manson, Ia.—Carl Schlachter will equip his elvtr. with a Hall Signaling Grain Distributor.

Paullina, Ia.—Arthur Tanner, formerly of Archer, Ia., is now mgr. of the Farmers Elvtr. Co.

Wallingford, Ia.—Work has commenced on the elvtr. of the Farmers Co-operative Elvtr. Co.

Sioux City, Ia.—H. Barish & Co. incorporated; capital stock, \$25,000, to deal in grain and coal.

Sheffield, Ia.—The Farmers Elvtr. Co. is erecting a warehouse for plaster and cement near its elvtr.

Arnold, Ia.—The Arnold Grain Co. has built new corn cribs and installed an automatic scale in its elvtr.

Brushy, Ia. (R. D. Duncombe).—The Brushy Mercantile Co. has purchased the elvtr. of E. D. Vorhes.

Arthur, Ia.—I am now agent for the Trans-Mississippi Grain Co. at this station.—Herman F. Foley.

Sioux City, Ia.—The Mystic Mlg. Co., operating grain elvtrs., has been incorporated. Capital stock, \$250,000.

Rutland, Ia.—We have installed a new leg, complete with new boot, belt and cups.—Burt Grain Co., by J. L. Burt, mgr.

Hampton, Ia.—Fire came near destroying the elvtr. owned and operated by the J. R. Reeve Co. on Oct. 6. Damage, \$1,000.

Nevada, Ia.—R. R. Frazier, of Frazier & Sons, grain dealers, was recently married to Miss Rose Claire Caffrey of Boone, Ia.

Raleigh, Ia.—M. E. DeWolf & Sons of Spencer bot the elvtr. from E. W. Oats & Co. of Storm Lake, Ia.—Ben J. Randolph, mgr.

Orient, Ia.—M. Hennessey, grain dealer, who sold out some time ago to Sumner White, died Oct. 3, after several months' illness.

Vail, Ia.—The office of the Vail Mill & Elvtr. Co. is being moved to make room for a new one to be erected on the site where it stood.

Hornick, Ia.—I am agent for the King Elvtr. Co., operating the plant recently taken over from the Tiedeman Elvtr. Co.—John F. Burns.

Ottosen, Ia.—We have completed a 50,000-bu. addition to our elvtr., making the total capacity 80,000 bus.—Quaker Oats Co., by J. R. Bratcher, agt.

Clinton, Ia.—Farmers Grain & Mercantile Co. incorporated; capital stock, \$10,000; incorporators, James M. Jeffrey, M. D. Burns and R. B. Mayall.

Waverly, Ia.—The Waterloo, Cedar Falls & Northern Elvtr. has been leased to Mike McCoy and John Sebilsav, who intend to carry on the business in partnership.

McClelland, Ia.—A fire of unknown origin which started in the engine room of the elvtr. owned by F. J. Twamley & Son on Oct. 5 completely destroyed the elvtr.

Ackley, Ia.—D. L. Mowbray, until recently a member of the firm of Mowbray & Lammers, has bot an elvtr. at a point in Illinois and will take possession of it Dec. 1.

Laurel, Ia.—The Farmers Elvtr. Co. owns 2 elvtrs. here. R. J. McCarty & Co. is erecting an elvtr. which will be completed about Nov. 30. Elvtrs. all located on M. & St. L. R. R.—X.

Kellogg, Ia.—A second leg will be installed; also one 10-h. p. motor in addition to the 15-h. p. motor now used. The corn sheller will be changed to working floor.—Farmers Elvtr. Co.

Cylinder, Ia.—The Hubbard Grain Co. is using its old elvtr. as an annex to the new plant. A 35,000-bu. elvtr. is being built for the Farmers Union Society and when it is completed the old house will be closed.—X.

Sheldon, Ia.—We have disposed of our entire line of elvtrs., and are closing up the business of the firm. C. A. Campbell, sec'y and treas., will go into the banking business, and L. J. Button is going to retire.—L. J. Button Elvtr. Co.

Allison, Ia.—The Farmers Elvtr. Co. has started work on a 40,000-bu. elvtr. which is expected to be complete in 60 days. In the meantime grain is being loaded into cars direct from wagons.—C. L. Bennett, mgr. E. W. Wagner & Co., Waterloo, Ia.

Traer, Ia.—I have sold my elvtr. here to Gould & Hess; possession given them Oct. 20. Elvtr. and office have been repaired and painted on the outside and the intention is to remodel the inside and install electric motor for elevating, loading and grinding feed.—C. O. Hoff.

Riverside, Ia.—The Riverside Rolled Oats Mills have been enlarged and equipped with new machinery and will operate under the name and organization of the Washington Cereal Mills with Mr. Sims of Sioux City mgr. and buyer. The mill is working both night and day shifts at present.

Cedar Rapids, Ia.—The foundation for the elvtr. of the National Oats Co. is practically completed and construction work is progressing rapidly. The plant will be of 500,000 bus. capacity and will be served by two tracks. Its equipment will include two track scales, a 2,000-bu. hopper scale, 2 cleaners, and several automatic scales.

Iowa City, Ia.—Roy J. Maddock, who has been mgr. for E. W. Wagner & Co., has been transferred to Cedar Rapids, where he will act in the same capacity for the firm. I. B. Hunt, formerly of Lamson Bros. & Co., Cedar Rapids and Washington, Ia., is



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GRAIN COMMISSION
MILWAUKEE

Mr. Maddock's successor. Dick Tuhy going to Cedar Rapids and operator A. G. Cochran from Chicago coming to Iowa City.

KANSAS

Wakeeney, Kan.—The Hardman Lumber Co. has completed its new elvtr.

Seneca, Kan.—The Farmers Union Co. has installed a Boss Air Blast Car Loader.

Hutchinson, Kan.—The Sylvia Mig. & Grain Co. incorporated; capital stock, \$75,000.

Fravel, Kan.—The Farmers Equity Grain & Elvtr. Co. has chosen M. Mendenhall as mgr.

Belpre, Kan.—The Belpre Co-operative Exchange has just completed enlarging its plant.

Muscotah, Kan.—Ralph Speer, mgr. of the Farmers Elvtr. & Coal Co., has resigned.

Sterling, Kan.—The elvtr. formerly owned by H. M. Lloyd has been purchased by Geo. Brown.

Long Island, Kan.—B. C. Raymond will succeed W. E. Breer as mgr. of the Farmers Union Elvtr. Co.

Liberal, Kan.—The W. H. Vickers Grain & Seed Co. has bot the feed and seed business of Dr. L. M. Clayton.

Wichita, Kan.—The A. N. T. Grain Co. has closed its office.—R. B. Waltermire, acting sec'y Board of Trade.

Hudson, Kan.—The Stafford County Flour Mills Co. will enlarge its plant by putting in two concrete storage tanks.

Wichita, Kan.—Edward Kelly is interested in the erection of a flour mill with a 75,000-bu. elvtr. in connection.

Germantown, Kan.—The Germantown Grain & Supply Co. has built a new steel and concrete warehouse at this point.

Winfield, Kan.—Contract has been let for the construction of a 50 bbl. flour mill by the G. Clinton Adams Grain & Milling Co.

Hilton, Kan.—The Farmers Elvtr. Co. has contracted with the White Star Co. of Wichita, Kan., for the erection of an elvtr.

Sawyer, Kan.—I have removed from Sawyer to Ash Grove, Kan.—R. E. Terry, formerly agt. for the Arkansas City Milling Co.

Troy, Kan.—Chas. Triplett & B. F. Whitaker have bot the elvtr. recently purchased from Geo. W. Kinkaid by Foster Kent.

Fredonia, Kan.—The Wilson County Grange Co-op. Ass'n, incorporated; capital stock, \$2,000, to deal in feed, produce and grain.

Baxter Springs, Kan.—The elvtr. of the Stauffer-Cammack Grain Co. is almost completed. The White Star Co. had the contract.

Hutchinson, Kan.—The Pierson-Lathrop Grain Co. has moved its offices from the Hoke building to 807 Rorabaugh-Wiley building.

Rolla, Kan.—Work has been started on the elvtr. of the H. B. Wheaton Grain Co., for which contract was recently let to the White Star Co.

Kismet, Kan.—The L. H. Pettit Grain Co. will build an elvtr. at this point. The equipment will include a Hall Signaling Grain Distributor.

Utica, Kan.—The Farmers Co-operative Union, incorporated; capital stock, \$10,000; incorporators, A. L. Young, Charles Roach and B. Fitzpatrick.

El Dorado, Kan.—L. H. Powell & Co. will move their elvtr. from the Missouri Pacific tracks to property recently purchased along the Santa Fe.

Pawnee Rock, Kan.—O. M. Williamson has sold his interest in the Rock Mill & Elvtr. Co., the headquarters of which are at Hutchinson, to J. R. Baker.

Douglas, Kan.—F. W. Burgess, formerly in the grain business, is now in training as a private in Company 47 of the 164th Depot Brigade at Camp Funston, Kan.

Tampa, Kan.—E. D. Clark, formerly mgr. of the Hopewell Co-operative Equity Exchange, Hopewell, is now mgr. of the Farmers Grain & Supply Co. at this place.

Topeka, Kan.—John A. Jones is pres. and gen. mgr. of the Golden Belt Grain & Elvtr. Co. The large elvtr. being erected by this company will soon be ready for operation.

Augusta, Kan.—The Chalfant Grain Co. has let contract to the White Star Co. to wreck its old plant and erect a new one on the same site, with a concrete engine room, also a warehouse and dust house.

Halstead, Kan.—The 25,000-bu. elvtr. which we bot from Peter Wiebe has not been in operation for several years. We will not use it until we have put it in condition for operation.—The Halstead Mill & Elvtr. Co.

Wichita, Kan.—This company, which was recently incorporated with capital stock of \$10,000 by S. S. Williamson, W. J. Lowe and C. F. Adams, will conduct a wholesale feed business. We do not intend to build an elvtr. at this time.—Lowe-Adams Grain Co.

Saxman, Kan.—We have a 350-bbl. capacity mill in construction. The foundation has been made and the first floor is being laid. In six months we ought to have everything settled and running smoothly. We will operate under the name Leonard Mill & Elvtr. Co.—O. A. Leonard.

Topeka, Kan.—E. J. Smiley, sec'y of the Kansas City Grain Dealers Ass'n, in which capacity he has served for the past 21 years, has announced the severance of his connections as an official with the ass'n, to take effect June 1 next, after which he will devote his entire time to the Grain Belt Elvtr. Co.

McCracken, Kan.—Work has begun on the plant to be erected by the White Star Co. of Wichita, Kan., for the Farmers Elvtr. Co. The plant will include elvtr., office, engine room, warehouse and cream room. It will be equipped with a 15-h. p. engine, Richardson Automatic Scale, Wagon Scale, White Star Special Elvtr. and Distributor, steel manlift, a No. 175 Eureka Cleaner, a feed mill and freight elvtr.

KENTUCKY

Louisville, Ky.—A new cereal plant will be erected by Peoria grain men, announces the Louisville Industrial Foundation.

Henderson, Ky.—We have not let contract for the rebuilding of our elvtr. which recently burned.—A. Waller & Co.

Louisville, Ky.—The Kentucky Public Elvtr. Co. has started work on a new steel and concrete building to replace the one destroyed last February.

Lexington, Ky.—H. P. Headley has bot the elvtr. of Byrnes & Pettit and will operate it under the firm name of Headley & Co. Gabe Duvall, who has been mgr. for 17 years will continue in that capacity.

Louisville, Ky.—The traffic department of the Louisville Board of Trade will figure on a minimum loading of 1,500 bus. or 48,000 lbs. of oats as a car load, instead of 24,000 to 32,000 lbs. as heretofore.

Hickman, Ky.—Plans for the erection of an elvtr. by the N. C. & St. L. Railway Co. are almost complete. The structure will be built near their freight warehouse on the river front and will extend out into the water on piling. The elvtr. will be equipped with machinery for unloading barges.

LOUISIANA

New Orleans, La.—James M. Rogers, grain broker, has been appointed a director of the New Orleans Board of Trade, Ltd.

MICHIGAN

Provenmont, Mich.—A new grain and potato warehouse will be built by A. J. Otto.

Carson City, Mich.—The bean elvtr. being erected by the Lewellyn Bean Co. is nearing completion.

Morrice, Mich.—The Morrice Bean & Grain Co. is installing a new furnace.

Saginaw, Mich.—We are now making some extensive improvements in our elvtr. —Bad Axe Grain Co.

Mt. Morris, Mich.—The Mt. Morris Co-operative Elvtr. Co. has succeeded James B. Leach & Co.

Iron River, Mich.—We have built a warehouse on the C. M. & St. P. tracks at this station.—The Hewett Grain & Provision Co., Escanaba, Mich.

St. Louis, Mich.—We have purchased the Bernard Elvtr. and hay sheds, and have made some improvements to the plant.—Bad Axe Grain Co.

Grand Rapids, Mich.—The new elvtr. of the Lewellyn Bean Co. has been completed and it is now in operation. The plant consists of a brick office and bean picking rooms, and a 20,000-bu. iron clad elvtr.

Detroit, Mich.—Burdick-Thomas & Co. have opened offices in the Penobscot Building. The company was recently organized by Munson Burdick, of Chicago, Luther Thomas, of Emporia, Kan., and others. C. M. Martin is mgr. of the cash grain dep't.

Marshall, Mich.—Difficulty in securing labor is hindering the work of building the elvtr. of the Farmers Elvtr. Co. On Oct. 11 some of the men refused to work unless given an advance in wages and when the trouble was compromised they returned to work.

Dearborn, Mich.—Contract for the erection of an elvtr. for Henry Ford on his country estate has been let to S. J. McQueen & Co. The structure will be of reinforced concrete thruout and is to be completed before Jan. 1. It will cost about \$175,000.

Midland, Mich.—We have completed repairs and improvements in our elvtr., having installed a manlift, fire proof enclosures on our motors and added a modern feed department with power shovel for unloading grain. Some minor changes have been made in our bean department.—Orr Bean & Grain Co.

Holly, Mich.—The recently organized Farmers Co-operative Elvtr. Co., of which James Mitchell, formerly of the Holly Mig. Co., is mgr., has bot land and has begun the erection of a building for its feed grinding and bean picking departments. The new building will adjoin the property which the company recently purchased from W. R. Jones.

Battle Creek, Mich.—The Armour Grain Co. will transform and enlarge the old Maple Flake plant for the manufacture of macaroni. In the rear of the present plant, two five-story buildings will be constructed of fire proof materials covered with brick veneer. One of the new structures will be 85x120 feet and the other will be 60x160 feet. Work will be started on the factory at once.

MINNESOTA

Wanamingo, Minn.—The Farmers Elvtr. Co. is erecting a warehouse.

Clitherall, Minn.—The Clitherall Grain Ass'n has erected a 180-ton coal shed.

St. Joseph, Minn.—The H. C. Erwin Co., of St. Cloud, has bot the Schroeder flour mill.

Goodhue, Minn.—The Minnesota Malting Co. has sold out to the Farmers Mercantile Elvtr. Co.

Fairmont, Minn.—The Pfeffer Elvtr. Co., of Blue Earth, has bot the elvtr. of the L. J. Frase Elvtr. Co.

Strandquist, Minn.—I am now buying grain for the Farmers Elvtr. Co. at this place.—F. L. Rasmussen.

Frontenac, Minn.—We have installed an electric motor in our elvtr.—Armour Grain Co., by A. W. Fiek, agt.

Winthrop, Minn.—The Pacific Elvtr. Co. has built an addition to its plant which will be used as a feed mill.

Lyndale, Minn. (R. D. Maple Plain).—Geo. Gamer will succeed Nelson Smith as mgr. of E. E. Bartlett's elvtr.

Blooming Prairie, Minn.—The elvtr. belonging to M. M. Guthrie at this point is being repaired and remodeled.

Wabasso, Minn.—We have installed an electric motor and electric lights in our elvtr.—Atlas Elvtr. Co., by P. J. Heiner, agt.

Pine River, Minn.—The Little Falls Milling Co. has opened a fifth branch house at this point, with L. R. Tanner of Brainerd as supt.

Le Sueur, Minn.—The Farmers Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, Sam Doherty, W. H. Bauleke and others.

Kimball, Minn.—Peter H. Sothmann, formerly agt. for the Empire Elvtr. Co. at Regent, N. D., will be mgr. of the Farmers Elvtr. Co.

Beaver Creek, Minn.—The St. John Grain Co.'s elvtr. was moved away recently and the Hubbard & Palmer Co.'s elvtr. has been moved up to the site where it stood.

Duluth, Minn.—J. R. McCabe has been admitted to membership in the Board of Trade and the membership of Simon R. Clark has been transferred.—Chas. F. MacDonald, sec'y.

Middle River, Minn.—C. A. Berg has been engaged as agt. by the Red Lake Falls Milling Co. which recently put up an elvtr. at this point.

Evansville, Minn.—The elvtr. of the Northwest Elvtr. Co. has been bot by the Evansville Lbr. Co. and the new owners are taking it down. It has been closed for several years.

St. James, Minn.—The Remple Elvtr. has been bot by the Beck Grain Co. of Chicago, and it has been repaired and will soon be in operation.—F. D. Keenan, agt., Great Western Grain Co.

Sleepy Eye, Minn.—The Blanchard elvtr. and warehouse has been sold to Ed Berkner, who will remodel the plant and enter the grain business, provided he can secure a lease from the Northwestern R. R.

St. Paul, Minn.—Atty. Gen. L. A. Smith has filed an opinion with the State Railroad and Warehouse Com'n holding that the state law relating to the storing of grain must give place to the federal law during the war.

Ghent, Minn.—We have built a new office with cement basement, and with dump and coal scales. Cupola of elvtr. was raised 5 feet, a new pit constructed, new boot pan, boot and leg installed and new spouting put in thruout the plant. We have also added an automatic scale on the work floor, and have electric power and lights.—H. J. Bot, mgr., Farmers Elvtr. Co.

MINNEAPOLIS LETTER.

The office of the Harrington Co. has been moved to 1019 Flour Exchange.

B. B. Sheffield, pres. of the Sheffield Elvtr. Co., has bot the mill of George C. Christian.

P. S. Larson has applied for a traveling representative's license to represent the McGuire-Haley Co.

The first car of buckwheat from the new crop was received by the Banner Grain Co. and sold to the Clarx Milling Co. at \$4 per 100 lbs.

The following memberships in the Minneapolis Chamber of Commerce Ass'n have been transferred: from A. W. Durrin to T. F. Graham, J. C. Emmitt to J. J. Wilson.

At a meeting of the directors of the Chamber of Commerce, claims were approved and allowed against the membership of B. P. Munson, and the sec'y was instructed to sell the membership.

Traveling representatives' licenses have been issued to M. F. Birdseye, Robert H. Bosworth, John Gottormson and Niel C. Jensen; to represent the Monarch Elvtr. Co.: A. B. Hellyar, D. L. Stewart, Alexander Pryor, A. E. Anderson, to represent the National Elvtr. Co.; W. S. Tredway, to represent the Keystone Grain Co.; and Harold Griffin to represent the G. E. Gee Grain Co. M. F. Swanson has applied for a li-

cense to represent the United Grain Co., and C. L. Newhouse has applied for one to represent Woodward-Newhouse Co.

The board of directors of the Chamber of Commerce Ass'n passed a resolution Oct. 9, that the stamp tax, required by the new United States Revenue Law on the transfer of memberships, will be paid by the seller, unless specifically agreed to the contrary.

According to a resolution of the board of directors of the Chamber of Commerce, where a member places an order with the Food Administration Grain Corporation for a car of wheat for a country miller, he must charge the regular rate of commission provided by the rules covering the buying and shipping of wheat.

MISSOURI

Commerce, Mo.—The Anderson Grain Co. contemplates installing a moisture tester.

Blanton, Mo.—The Graham Grain Co. of Ulrich is considering erecting an elvtr. at this point.

Clarksville, Mo.—The Carter-Shepherd Mlg. Co., of Hannibal, has bot the Clarksville elvtr.

Mound City, Mo.—An elvtr. has been erected at this point by the Mound City Mill & Elvtr. Co.

Appleton City, Mo.—W. D. Schmitt has sold his elvtr. to the Morrison Grain Co. of Kansas City for \$6,500.

Kansas City, Mo.—Fred W. Hipple has bot the membership of T. K. Miller on the Kansas City Board of Trade, including transfer fee, for \$8,500.

Hardin, Mo.—The R. V. Seward Grain Co., formerly of Richmond, Mo., has moved its offices to Kansas City, Mo., and will be under the management of H. P. Seward, who recently bot R. R. De Armand's membership on the Kansas City Board of Trade. The R. V. Seward Grain Co. is an old established firm which operates a line of elvtrs. in Missouri.

ST. JOSEPH LETTER.

After a two months' trip thru the mountains of Colorado, J. L. Frederick has returned to business with greatly improved health.

Chas. P. Wolverton, mgr. of the Grain Belt Mills Co., was elected to fill the unexpired term of G. W. Helm on the board of directors on the Local Exchange.

T. J. Holdridge, Jr., mgr. of the Larabee Mill, has applied for membership in the St. Joseph Grain Exchange. Mr. Holdridge is a well known grain dealer in this part of the country, and it is expected that he will be a valuable member in the organization.

Fred Windle of the Gunnell-Windle Grain Co. recently returned from Dinsmore, Saskatchewan. He brought back a fine sample of No. 1 northern wheat of the Marquis variety grown on his own farm. He states that he had about 400 acres that averaged 15 bus. to the acre.

The painters finished decorating the Trading Hall this week. The room was never finished except in white plaster, as it was thought safer to let it dry out during the summer. A very handsome finish has now been put on, which very much improves the looks of the Trading Hall.

ST. LOUIS LETTER.

The Dreyer Commission Co. has increased its capital stock from \$10,000 to \$50,000.

An outing and dinner was given by the St. Louis Grain Club recently at the Bellevue Country Club.

Orris J. Miller, chief weigher of the Missouri grain inspection dep't, died Oct. 4 of apoplexy. He had been in the inspection dep't for 14 years.

Memberships in the Merchants Exchange have been issued to Oliver H. Schwarz, formerly of Seele Bros. Grain Co., who will now represent the Turner Grain Co., and Henry C. Griffin of Chicago, who will represent Beach Wickham Grain Co.,

MONTANA

Conrad, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. has been repaired.

Parmer, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. has been repaired.

Livingston, Mont.—The Park County Mlg. Co. has begun work on a 50,000-bu. elvtr.

Williams, Mont.—The Rocky Mountain Elvtr. Co. is building an elvtr. at this station.

Whatley sta. (Nashua p. o.), Mont.—The Montana & Dakota Grain Co. has closed its elvtr.

Sweet Grass, Mont.—The elvtr. of the Montana Emporium Co. of Galata is nearing completion.

Musselshell, Mont.—The Farmers Elvtr. Co. has placed Lee Whorley of Lewistown in charge as mgr.

Scobey, Mont.—An elvtr. has been built by Hanson Bros.—S. O. Edland, agt., International Elvtr. Co.

Bozeman, Mont.—Gary Hay & Grain Co. incorporated; capital stock, \$100,000, to succeed the Gary Bros. & Gaffke Co.

Lambert, Mont.—Atkinson C. Ruddy, who was mgr. of the Grain Growers Co-operative Elvtr. Co., has removed to Lambert, Minn.

Tabor, Mont.—New elvtrs. are being built at this point by Stanley Searce, the Missoula Mercantile Co., and the Montana Central Elvtr. Co.

Ronan, Mont.—New elvtrs. are being erected at this point by Stanley Searce, the Missoula Mercantile Co., and the Montana Central Elvtr. Co.

Hobson, Mont.—W. J. Davidson is pres. and I am sec'y of this company, which operates a 25,000-bu. elvtr. and a 150-bbl. mill.—Judith Mlg. Co., by S. B. Fairbank.

Manhattan, Mont.—I have removed from Chadborn, Mont., where I was agt. for the Montana Central Elvtr. Co., and am now with the Bozeman Milling Co.—R. A. Nelson.

Harlem, Mont.—We have our feed mill nearly completed. Power will be furnished by a 15 h.p. Otto gas engine.—Johnson-Reed-Ekgren Elvtr. Co., by M. L. Johnson, mgr.

Teigen, Mont.—G. W. Conrad, who has had charge for the Western Lumber & Grain Co. here for the past year, will go back to Winnett, where the company is building an elvtr. R. H. Rofter will relieve Mr. Conrad here.

Pablo, Mont.—The elvtr. of Stanley Searce has been completed and is in operation and one owned by the Montana Central Elvtr. Co. lacks only the machinery to complete it. The line of the Northern Pacific will be built to this place in about 3 weeks.—B. W. Dimmick.

NEBRASKA

Sterling, Neb.—The elvtr. of C. B. Tripp is nearing completion.

Holbrook, Neb.—John C. Cooper is now mgr. of the elvtr. of Rankin Bros.

Hastings, Neb.—The E. Stockham Grain Co. has been dissolved.

Nemaha, Neb.—The Duff Grain Co. will build an elvtr. here.

Phillips, Neb.—C. E. Coffey has resigned as mgr. of the Phillips Grain Co.

Loretto, Neb.—A movement is under way to organize a farmers elvtr. company here.

Krider (Odell P. O.), Neb.—Clay Cole is mgr. for the Central Granaries Co. at Krider.

Prosser, Neb.—We have moved our main office to Hastings, Neb.—Farmers Elvtr. & Lbr. Co.

Sholes, Neb.—We expect to erect new grain storage in the near future.—Schwartz & Van Camp.

Danbury, Neb.—This company's elvtr. at this station will be closed on account of poor crops.—Wm. Baird, agt., Duff Grain Co.

Sunol, Neb.—Improvements are being made on the elvtr. belonging to Demers & Son at this point.

Hemingford, Neb.—F. W. Melick has bot the mill and elvtr. of A. M. Miller, taking possession Oct. 15.

Axtell, Neb.—The Axtell Grain & Elvtr. Co. is having a large addition built to its office and engine room.

Orleans, Neb.—I am now mgr. of the Orleans Equity Exchange, having succeeded F. N. Backes.—C. E. Hinbauer.

Brickton sta. (Hastings p. o.), Neb.—The E. Stockham Grain Co. owns and operates the only elvtr. at this station.—X.

Pender, Neb.—The Crowell Lumber & Grain Co. is placing new clapboards on its elvtr. and otherwise improving it.

Hastings, Neb.—Our main office has been moved from Prosser to this place.—Farmers Elvtr. & Lbr. Co., by Chas. Moritz, mgr.

Thompson, Neb.—Both elvtrs. at this station are now owned by Jos. Hamm & Son, and W. S. Rounds is no longer in business.—X.

Homer, Neb.—We have just completed an 18,000-bu. cribbed oats bin in connection with our elvtr.—Holmquist Grain & Lbr. Co., by J. R. Wright, agt.

Gresham, Neb.—The Gresham Grain Company's elvtr. recently completed was tried out last week and after a few adjustments will be in fine working order.

Martell, Neb.—The Farmers Elvtr. & Trading Co., incorporated; capital stock, \$5,000; incorporators, Wm. Obermeyer, Henry W. Prohn, Edom Sittler and others.

Fremont, Neb.—The new elvtr. built by the Nye-Schneider-Fowler Co. at the junction of the Northwestern and Union Pacific roads, was opened Oct. 1.

Ainsworth, Neb.—Elwood Randle is now local mgr. for the Nye-Schneider-Fowler Co.—Charles S. Phelps, local mgr., Nye-Schneider-Fowler Co., Albion, Neb.

Anoka, Neb.—The railroad company refused the application of the Farmers Elvtr. Co., of Butte, for a building site on its right of way, and the elvtr. company has appealed to the railroad commission.

Buda, Neb.—Pat Fitzgerald is pres. and Dallas Henderson sec'y of this company, which has taken over the business of the Farmers Grain Co. of Omaha.—Farmers Grain Co. of Buda.

Plainview, Neb.—Extensive improvements are being made in the elvtr. of Walrath & Sherwood. A. G. Sink is local agt. for the company.—O. A. Ogburn, agt. McCaull-Webster Elvtr. Co.

Albion, Neb.—Everett Thompson is now employed by the Nye-Schneider-Fowler Co., taking the place of Elwood Randle, who was transferred to Ainsworth.—Charles S. Phelps, local mgr. Nye-Schneider-Fowler Co.

Neligh, Neb.—Fred Thornton of the Neligh Lumber & Coal Co. has succeeded Dan Johnston as mgr. of the Farmers Elvtr. Co. The plan is to merge these two companies into one, but this may not be done until Jan. 1.

Beatrice, Neb.—Joe P. Glandon, formerly representing the Vanderslice-Lynds Co., is now Capt. J. P. Glandon, Quartermaster Corps, U. S. R., and is stationed at Camp Beauregard, Alexandria, La.—M. A. Glandon, Mexico, Mo.

Humphrey, Neb.—Art. Anson has resigned his position as mgr. of the elvtr. of the Crowell Lbr. & Grain Co. and removed to Creston. Ed. Kruse, formerly assistant at the elvtr. of the T. B. Hord Grain Co., has succeeded him.

Thurston, Neb.—This company was recently incorporated with capital stock of \$30,000. It had been in business for 5 years as a part of the Farmers Grain Co., of Omaha, and is now operating independently with Joseph Pipal as pres. and Ed. Zvacek sec'y.—Farmers Grain Co., by Elmer Servine, mgr.

OMAHA LETTER.

Geo. Brown, of Atchison, Kan., is now employed by the Updike Grain Co.

We have gone out of the grain business.—Oline Grain Co.

The Miller Cereal Mills incorporated; capital stock, \$150,000; incorporators, Ed. S. Miller, H. T. Johnson and Max A. Miller.

The elvtrs. of the Updike Grain Co. have been transferred to N. B. Updike but there has been no change in the manner in which they are operated. The business is still done under the name of the Updike Grain Co.

The annual meeting of the Nebraska Farmers Co-operative Grain & Live Stock State Ass'n will be held this year at the Hotel Rome, Omaha, Nov. 13, 14 and 15.—J. W. Shorthill, sec'y, York.

John A. Kuhn has brot suit against Nelson B. Updike to recover \$75,000, alleging that 500 shares of stock in the Updike Grain Co. were sold by Kuhn to Updike at less than their real value. Kuhn bot the stock 12 years ago at \$100 a share and sold recently at \$140, after which Updike declared dividends of \$150 a share. He alleges that Updike kept secret the enormous profits of the company, obtained all the stock of other holders and liquidated the company. On the other hand it is alleged these large profits were not made by the company, but by Mr. Updike's personal speculations.

NEW ENGLAND

Norway, Me.—Francis Danforth, a retired grain man, died suddenly Oct. 13 in the union station at Washington, D. C.

Wilmington, Del.—Farmers Co-operative Union, incorporated; to deal in grain and vegetables and all other farm products; capital stock, \$2,000,000.

Auburn, Mass.—Somerset Grain Co., incorporated, without capital. Officers, Geo. P. Martin, pres.; Ernest E. Coombs, treas.; Elmer D. Greenleaf, clerk.

Fitchburg, Mass.—J. Cushing Co., incorporated; capital stock, \$600,000; incorporators, Milton L. Cushing, Fitchburg; Charles L. Dickinson, Lunenburg; Frank A. North, Brookline.

Lawrence, Mass.—The Lord Farms Co. has been incorporated to deal in grain and other farm products; capital stock, \$125,000; incorporators, Dean K. Webster, pres., and James H. Lord, Methuen, treas.

NEW JERSEY

Millville, N. J.—In the recent fire which destroyed the warehouse of the Millville Flour, Feed & Grain Co., \$6,000 worth of baled hay was burned.

Jersey City, N. J.—It is expected that at some future time the Penna. R. R. Co. will replace its present plant at the Greenville Yards with an up-to-date structure.—Robert A. Shirrefs, supt.

NEW MEXICO

Willard, N. M.—The Isbell New Mexico Bean & Elvtr. Co. has a plant of 25 cars' capacity at this station. J. A. Chapman is mgr.—X.

NEW YORK

Wolcott, N. Y.—Skutt & Aldrich of North Rose have gone into the grain business here. The new plant will be under the management of James Boyd of North Rose.

NEW YORK LETTER.

Metropolitan Flour Mill & Grain Co. incorporated; capital stock, \$50,000 to \$200,000.

The Shaw & Truesdell Co. has succeeded the S. W. Bowne Co., dealing in feed and grain.

Stephen J. Hill, Jr., representative for Power & Son on the New York Produce Exchange, died recently at the age of 38 years, from heart failure.

We do not intend to build any grain elvtrs., but will do business only as grain dealers.—Hansen Produce Co.

Up to the present, members of the New York Produce Exchange have subscribed over \$1,000,000 for the Liberty Loan.

Charles S. Watson, Harry L. Day, H. W. Bienenstok, Manuel F. Ruiz, Axel Hansen and Nicholas J. Campion have been admitted to membership in the New York Produce Exchange.

NORTH DAKOTA

Elliott, N. D.—The new elvtr. of the Farmers Elvtr. Co. has been completed.

Cooperstown, N. D.—I am agt. for the Great Western Grain Co. at this place.—S. A. Pritz.

Belfield, N. D.—The Belfield Farmers Elvtr. Co. has bot the Farmers Union Elvtr.

Verona, N. D.—The Verona Farmers Elvtr. Co. has filed an application for dissolution.

Lisbon, N. D.—The Equity Elvtr. & Trading Co. has recently completed a fine new office.

Regent, N. D.—I will remove to Kimball, Minn., as mgr. of the recently organized Farmers Elvtr. Co.—Peter H. Sothmann.

Fergus, N. D.—K. L. Boulden has built a new elvtr. at this point. The structure is 24x40 feet and has a capacity of 7,000 bus.

Wallum, N. D.—John G. Steen is in charge of the elvtr. of the Great Western Grain Co. at this station.—S. A. Pritz, Cooperstown, N. D.

Omamee, N. D.—Fire which originated in the elvtr. of the Northland Elvtr. Co. destroyed that structure with about 6,000 bus. of wheat, and also the Soo depot nearby.

Glenburn, N. D.—This company, which was recently incorporated, has succeeded the Glenburn Farmers Elvtr. Co. The capital stock has been increased \$3,000.—Glenburn Co-operative Elvtr. Co.

Taylor, N. D.—The new farmers elvtr. which is nearing completion will have a capacity of 100,000 bus. A modern electric plant has been installed in connection with the elvtr. E. E. Ingvald is mgr.

Guelph, N. D.—We will build a flour, feed and twine warehouse near our elvtr. The addition will be 18x30 feet, will be iron clad, and tinned inside so as to make it absolutely mouse proof.—Guelph Farmers Elvtr. Co., by W. L. Day, Mgr.

Honeyford, N. D.—We have bot the elvtr. of the Monarch Elvtr. Co. and have remodeled it, putting in a 15-h. p. kerosene engine and a cleaner. We also operate a lumber yard and erected a large lumber shed during the past summer.—Wm. W. Eib, mgr., Honeyford Supply Co.

Ryder, N. D.—It was decided at a coroner's inquest that Hugh A. Toole, agt. for the Minnekota Elvtr. Co., who was found Oct. 9 sitting dead in his office with a bullet in his head and a .22 caliber rifle beside his chair, came to his death by an act of his own, but it was not determined whether it was accidental or intentional. It is generally believed to have been an accident.

OHIO

West Mansfield, O.—Frank C. Stewart, a grain dealer and formerly of Kenton, died Oct. 4 of paralysis.

Toledo, O.—William Myers, traffic agt. for J. Wickenhiser & Co., was injured in an automobile accident recently.

Sidney, O.—J. C. Custenborder has been appointed grain inspector by the Bureau of Markets of the Department of Agriculture.

Moffitt sta. (Findlay p. o.), O.—The post office at this station has been discontinued, and mail is now received thru the Findlay office.—Wm. Ludwig.

Van Buren, O.—The Van Buren Elvtr. Co., incorporated capital stock, \$20,000; incorporators, L. J. Hoffman, J. W. Shaffer, D. W. Frick and others.

Cleveland, O.—The Gates Elvtr. Co. has given up its old location to make room for a new bridge, and it will build a larger plant along the Belt line.

Toledo, O.—Joseph Doering, formerly of Antwerp, is now a member of E. L. Southworth & Co. He will have charge of the company's shipping interests.

Mortimer, O.—The Mortimer Grain & Supply Co., incorporated; capital stock, \$15,000; incorporators, John F. Wheland, R. C. Snyder, Frank Daniel, S. A. Harlow and F. P. Conaway.

Bolivar, O.—Both of my elvtrs. are ½ mile from the railroad, but I expect to build an elvtr. on the track in the near future. I also expect to install cleaners in my elvtrs.—C. J. Pfau.

Applecreek, O.—We are building a new elvtr. and will purchase a wagon dump, elvtr. leg, head and boot, belting and buckets.—The Applecreek Farmers Equity Exchange, Fred C. Troxel, mgr.

Toledo, O.—Fred Wickenhiser, son of John Wickenhiser of John Wickenhiser & Co., has been appointed sergeant major in the Second Battalion, 112th Engineers, at Camp Sheridan, Montgomery, Ala.

Lakeville, O.—The Farmers Equity Exchange Co. here has built an up-to-date elvtr. and cleaner; besides we have a large store room for handling feed of all kinds.—E. S. Thome, mgr.

Sandusky, O.—The Sandusky Milling Co., incorporated; capital stock, \$10,000; incorporators, John A. Giedeman, Charles O. Russell, W. H. Parsons and Joseph Singler. The new company will deal in grain in connection with the milling business.

Paulding, O.—We bot the elvtr. here from Harlan Bros. and started in business July 30. We have been doing a nice business up to the present date. The elvtr. has a capacity of 45,000 bus., and is run by electric motor. We have just installed a new Western Sheller.—Paulding Equity Ex. Co., C. Linder, mgr.

Piqua, O.—L. R. Spencer, formerly of the Spencer-Miller Grain Co., has been called to Washington to take a position in the bureau of markets, a division under the department of agriculture. Mr. Spencer was for several years directly engaged in the warehouse business, and is equipped for the duties of the office.

Columbus, O.—The regular fall meeting of this Ass'n will be held at the Virginia Hotel, Columbus, on Tuesday, Nov. 13. We are holding it about ten days or two weeks later this year on account of the backwardness of the corn season. The program will be announced later. The Ohio State Millers Ass'n will probably hold their regular fall meeting at the Virginia Hotel on the day following (Wednesday, Nov. 14). If they decide to do so, it will be a great advantage to both the grain dealers and the millers, as their common interests are of closer relation and greater importance than ever before.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

CINCINNATI LETTER.

Miss Laura Wasson, who, since the death of her father, W. B. Wasson, has conducted his former grain business, has left for a new home in the west, where she will be married to Mr. West.

An auxiliary plant of the Early & Daniel Co., devoted exclusively to hay pressing on government contracts, was destroyed by fire Oct. 23. The loss is estimated at \$100,000.

Members of the Cincinnati Grain & Hay Exchange, at a recent meeting, appointed a com'te to meet in New York to confer with officials of the Food Administration in regard to an equitable wheat price for the Cincinnati market. The following were named as members of the com'te: Henry L. Goemann, Mansfield, O.; J. W. Morrison, Lexington, Ky.; Paul Smith of the Southeastern Millers Ass'n, and E. A. Fitzgerald and H. E. Richter of the Cincinnati Grain & Hay Exchange.

OKLAHOMA

Guthrie, Okla.—My son is now serving in the army.—W. H. Coyle.

Hitchcock, Okla.—The Kingfisher Mill & Elvtr. Co. has placed H. W. Crall in charge as mgr.

Thomas, Okla.—A 50-barrel flour mill has been built recently by the Thomas Mill & Grain Co.

Woodward, Okla.—L. Shobe and William Enlow have gone into the grain business at this point.

Bessie, Okla.—The Chalfant-Nelson Grain Co. has sold its plant to the Guthrie Mlg. Co., of Guthrie.

Canton, Okla.—The Guthrie Mlg. Co., of Guthrie, has bot the elvtr. of the Chalfant-Nelson Grain Co.

Norman, Okla.—Tom Childress, formerly of the Norman Milling & Grain Co., has removed to Collinsville.

Elk City, Okla.—The plant of the Chalfant-Nelson Grain Co. has been purchased by the Guthrie Mlg. Co.

Clinton, Okla.—The Chalfant-Nelson Grain Co. has sold its plant to the Guthrie Mlg. Co., of Guthrie.

Strong City, Okla.—The Guthrie Mlg. Co., of Guthrie, has bot the elvtr. of the Chalfant-Nelson Grain Co.

Komalty, Okla.—I am mgr. of the recently completed elvtr. of the R. H. Drennan Grain Co.—J. T. McLerran.

Nash, Okla.—The Mills Grain Co. has contracted with the White Star Co. of Wichita, Kan., for the erection of an elvtr.

Calero, Okla.—We have no elvtr. at present, operating a 6,000-bu. granary and barns. This is our headquarters.—Wm. Bondies & Co.

Blanchard, Okla.—J. H. Pruitt, of Lindsay, is pres. and I am mgr. of this company, which was organized in July.—G. W. Binyon Grain Co., by G. W. Binyon.

Manchester, Okla.—We completed our 10,000-bu. elvtr. on the A. T. & S. F. Ry. about 2 months ago.—Blackwell Mill & Elvtr. Co., by Geo. W. Morris, mgr.

Newkirk, Okla.—The elvtr. formerly owned by E. E. Thomas has been dismantled, and the lumber will be used by the Arkansas City Mlg. Co. in building an elvtr. at some other point.—T. F. McGraw.

Oklahoma City, Okla.—The state board of agriculture adopted a resolution recently urging the Food Administration Grain Corporation to designate this city as a terminal wheat market, claiming that Oklahoma farmers are being penalized about 8c a bu. on their wheat by reason of the present arrangement.

OREGON

Pendleton, Ore.—The Farmers Union Grain Agency, of which Ray Ayers is mgr., has installed grain testing equipment necessary for determining grades under the federal rules.

Condon, Ore.—Two concrete tanks which have been recently added to the plant of the Farmers Elvtr. Co. make the present capacity 150,000 bus. D. B. Thomas is mgr. of the company.

Portland, Ore.—Lyon & Son were awarded the contract for excavating the site of the municipal grain elvtr. terminal, and the chief engineer is authorized to start clearing the site, employing day labor, as the work must be rushed.

Portland, Ore.—The matter of fixing a standard for the Pacific northwest barley and the advisability of establishing a wheat type sample of the northwestern crop was taken up by the com'te of the Chamber of Commerce, which body was to report its findings early in the month.

PENNSYLVANIA

Lancaster, Pa.—Samuel L. Levan of Levan & Son, grain dealers, died Oct. 11.

Steelton, Pa.—The elvtr. of the John Hoffer Milling Co., containing 30,000 bus. of wheat, burned recently. Loss, \$200,000.

Sinking Springs, Pa.—Young & Bossler of Philadelphia lost the suit against J. P. Ressler for refusing a car of oats. Mr. Ressler claimed that he did not order the grain.

Huntingdon, Pa.—Some of the farmers of this county are organizing to establish a co-operative grain elvtr. and feed supply company.—Huntingdon County Farm Bureau, J. W. Emigh, extension representative.

PHILADELPHIA LETTER.

The Quaker City Flour Mills has completed 9 concrete storage tanks, making the present capacity of its system 165,000 bus.

Jacob Michel, Jr., has been elected sec'y and treas. of the Merchants Warehouse Co. Mr. Michel was subsequently appointed vice pres., and George M. Richardson supt.

The Grain trade recently held a meeting in the rooms of the Commercial Exchange for the purpose of considering the advisability of changing the rate of commission for receiving, selling and accounting for wheat in Philadelphia, and the clause governing such transactions was changed to read "one per cent of the value" instead of "one per cent per bushel," as heretofore.

SOUTH DAKOTA

Cresband, S. D.—The Pacific Elvtr. Co. has sold its elvtr.

Bowdle, S. D.—We are installing a grain cleaner.—Bowdle Grain Co.

Meckling, S. D.—C. P. Kinser is our agent at present.—H. Westre.

Artesian, S. D.—R. W. Cope is having a grain elvtr. erected on his farm.

Britton, S. D.—The Bingham elvtr. has been purchased by Clark & Richardson.

Running Water, S. D.—P. Magnuson has bot the elvtr. belonging to Aug. Merritt.

Selby, S. D.—I am our buyer at this point.—H. A. Campbell, Selby Equity Exchange.

Sitka, S. D.—Wm. Fansler is our buyer at Sitka.—H. A. Campbell, Selby Equity Exchange.

Ravinia, S. D.—Alva Jewell, of Lake Andes, is now mgr. for the King Elvtr. Co., succeeding H. L. Baldwin, who resigned.

Adelaide, S. D.—B. F. Cranfield, formerly agt. for the Farmers Union Grain Co., has been drafted to serve in the National Army.

Conde, S. D.—We expect to remodel our elvtr. in the spring, installing a new leg, a cleaner and an electric motor.—Farmers Elvtr. Co., by L. E. McCarter, mgr.

McIntosh, S. D.—Our 30,000-bu. elvtr. is practically completed. Equipment includes a 75-bu. per hour 3 roll feed mill and a 20 h.p. engine.—Farmers Equity Elvtr. Co., by Chas. Waffle, mgr.

Armour, S. D.—The elvtr. of the Carlon Elvtr. Co. collapsed Oct. 12, spilling several thousand bushels of wheat and barley onto the ground. The structure was not strong enough to withstand the pressure caused by overfilling of the bins.

Lake Andes, S. D.—J. Frieberg is agt. for the Carlon Elvtr. Co., and J. Evans is agt. for the South Dakota Grain Co. A Mr. Freeman has bot an elvtr. of the Carlon Elvtr. Co. and will use it for storing grain for feeding purposes.—X.

Hoven, S. D.—Our elvtr. burned Sept. 30 with loss of about \$1,500 on grain. The cause of the fire is not known, but it appears to have been incendiary, because everything was in good condition as late as 12 o'clock on the night the fire occurred and at 1:15 o'clock the elvtr. was burning fiercely. Will buy a house to use for the present, and in the spring we will build a 40,000-bu. concrete plant.—Hoven Farmers Equity Exchange.

SOUTHEAST

Valdosta, Ga.—The Valdosta Mill & Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, E. R. Pendleton, C. J. Harrell, Marion Curry and others.

Birmingham, Ala.—The capital stock of the Plosser-Knecht Flour & Grain Co. has been increased to \$20,000.

Leesburg, Va.—C. C. Saffer & Bro. have bot the Leesburg branch of the firm of Norman & Harding, of Ashburn.

St. Petersburg, Fla.—Cramer B. Potter has sold the Tampa Bay Grain Co. business to W. O. Boardman and E. O. Neald.

TENNESSEE

Nashville, Tenn.—Isaac T. Rhea, Sr., grain dealer, died in this city Oct. 8, aged 70 years.

Nashville, Tenn.—The Tennessee Grain Co., of Dyer county, incorporated; capital stock, \$70,000; incorporators, N. W. Calcutt, E. Rice and others.

Newbern, Tenn.—Hugh Scobey is mgr. of the recently incorporated Newbern Grain Co. A corn sheller will be installed and the new firm will do a general grain business.

Ripley, Tenn.—The elvtr. belonging to the Farmers & Merchants Milling Co. was burned Oct. 13, resulting in the loss of a large amount of wheat seed. The loss is estimated at about \$35,000.

TEXAS

Honey Grove, Tex.—Lamon Dumas is erecting an elvtr.

Vernon, Tex.—A new mill is being built by the Sewell Grain & Fuel Co.

McLean, Tex.—The Cozart Grain Co. has let contract to the White Star Co. for an elvtr.

Bay City, Tex.—The LeTulle Mercantile Co. will begin work at once on an elvtr. and warehouse.

Lubbock, Tex.—The Thomas Grain & Fuel Co. has bot the business of the Hill Feed & Fuel Co.

McKinney, Tex.—Reinhardt & Co., dealers in seed, hay and grain, have sold out to L. C. Voekel.

Cuyler, Tex.—The Liske Grain Co. has contracted with the White Star Co. of Wichita, Kan., for the erection of an elvtr.

Memphis, Tex.—P. F. Craver has contracted with the White Star Co. of Wichita, Kan., for the erection of a new elvtr.

Texas City, Tex.—The plant belonging to the Bay Grain & Feed Co. at this point was recently destroyed by fire.

Groom, Tex.—The White Star Co. of Wichita, Kan., has contracted for the erection of an elvtr. for the Farmers Elvtr. Co.

Temple, Tex.—Notice was given by the District Court of the U. S. for the Western District of Tex., that a meeting of creditors would be held Oct. 18, at which time said creditors would pass upon an application of the trustee to dispose of at auction for cash all assets of the bankrupt A. B. Crouch Grain Co.

UTAH

Salt Lake City, Utah.—H. Aabel has been appointed chief grain inspector of the Utah-Idaho Grain Exchange. He was formerly chief grain inspector at Burlington, Ia.

Lampo sta. (Blue Creek p. o.), Utah.—A 12,000-bu. elvtr. of cribbed construction is being built by the Maney Mfg. Co. The Burrell Engineering & Construction Co. has the contract.

Salina, Utah.—Fire, believed to have been of incendiary origin, destroyed the Salina Roller Mill Oct. 13, together with a large amount of wheat and flour. Loss, about \$15,000.

WASHINGTON

Seattle, Wash.—A. H. Hankerson, flour exporter, has been appointed sub-agent for the Grain Corporation at this city by M. H. Houser.

Winona, Wash.—The 50,000-bu. elvtr. of the Superior Mfg. Co. has been completed. Before the building was finished the bins were full of grain.

Tacoma, Wash.—It is the Tacoma Trading Co., and not the Tacoma Grain Co., as previously reported, that has changed its name to C. S. Barlow & Sons, Inc.—C. S. Barlow & Sons, Inc.

Seattle, Wash.—Shortage of grain weighers and inspectors has caused congestion of wheat at Puget Sound terminal elvtrs. and the state Public Service Com'n has been asked to increase the force as a means of avoiding an embargo.

WISCONSIN

Blair, Wis.—The Cargill elvtr. has been sold to H. Thorsgaard.

Joel, Wis.—A new mill and elvtr. has been erected here by the Apple River Milling Co.

Brillion, Wis.—We have sold our elvtr. and business to the Farmers Advancement Ass'n.—Kuehl & Bruns.

Rodell (Fall Creek p. o.), Wis.—Herman Louis will be mgr. of the McGuire Elvtr. which was recently reopened.

Sheboygan, Wis.—We have our new elvtr. and warehouse in course of construction, but it will not be completed before spring.—Arndt Bros.

Eau Claire, Wis.—The elvtr. of the Cheney Elvtr. Co., which was recently damaged by fire, is being repaired and will soon be in operation again.

Haven, Wis.—A. L. Wagner has sold his elvtr. and warehouse to the Ebenreiter Lbr. Co., of Sheboygan, who took possession Oct. 1.—Arndt Bros., Sheboygan, Wis.

Monroe, Wis.—We have built a warehouse for hay and feed, a crib for ear corn, and two coal bins on the property which we recently bot on the I. C. tracks.—The Wm. A. Becker Co.

Wittenberg, Wis.—The Johnson Mercantile Co. contemplates erecting a warehouse for potatoes and other farm products, equipping it with bins for the handling of grain. Work on it has not been started.—X.

Norwalk, Wis.—We have bot the elvtrs., buildings and business of the Farmers Elvtr. & Merc. Co., and will conduct the business under our name with G. F. Haldeman as mgr.—Haldeman & Walz.

Chippewa Falls, Wis.—The Clark Grain & Fuel Co. has begun work on a new building adjoining its present office building. The structure is 32x110 feet, built of concrete and steel.

Union Grove, Wis.—The Union Grove and North American Societies of Equity have bot the Union Grove Mfg. Co. from John S. Blakey, and will operate a feed mill, elvtr., and warehouse, taking possession Jan. 1.

Lomira, Wis.—Jos. Straub of Campbellsport and L. Rosenheimer of Kewaskun have bot H. Grantman's elvtr. and warehouse. Mr. Straub sold his share in the Campbellsport Produce Co. to his partners, E. F. Messner and J. Dickman.

Superior, Wis.—Dr. McDowell has been appointed commissioner of grain salvage by the city council and will manage the work of sweeping grain out of cars after they have been unloaded at the elvtrs. The grain swept up by the elvtr. operators will be weighed in and paid for on the shipper's account; but the grain swept by Dr. McDowell and his aids will be sold and the profits turned over to the city government.

MILWAUKEE LETTER.

The W. M. Bell Co. has engaged Albert E. Anderson as solicitor for the state of Iowa.

Arthur Teweles and F. W. Aishton have been elected to membership in the Chamber of Commerce.

A com'te was appointed by Pres. H. W. Ladish to solicit subscriptions to the Second Liberty Loan.

The Milwaukee Grain Commission Co., incorporated; capital stock, \$25,000; incorporators, P. C. Kamm, G. W. Kruse and C. C. Kamm.

Howard B. Jackson, agent at Chicago, for the Food Administration Grain Corporation, conferred Oct. 12 with the grain receivers in the Chamber of Commerce and with the elevator operators at the Milwaukee Club.

The board of directors of the Chamber of Commerce has voted to establish a Roll of Honor of members and their sons or other immediate relatives, who are already or will be in the military or naval service of the United States.

A 15,000 bu. transfer storage building, constructed with three bins and steel hopper bottomed, in which both cars and motor trucks are unloaded pneumatically, has been designed and erected for the Pabst Brewing Co. by the Pneumatic Conveyor Co.

On Sept. 28, by vote of the members, the commission rate for receiving and selling wheat and rye in the Milwaukee market, was reduced from 2c to 1½c per bushel, to be effective on all shipments made on and after Sept. 21.

An amendment to the rules of the Chamber of Commerce, adopted Oct. 16, gives the board of directors authority to remit the dues of members who have entered the military or naval service of the United States while the country is at war. An amendment was also adopted governing the bidding for grain at country stations.

Two steel storage tanks for the Armour Grain Co., each 55 feet in height and 40 feet long, were recently brought from Chicago to Milwaukee via water route, a distance of about 90 miles. Owing to the good judgment of the captain of the scow and favorable condition of the weather, the trip was made in 10 hours without accident. Every thing was in readiness for the placing of the tanks upon their foundations so that the work proceeded without delay.

The Milwaukee Elvtr. Ass'n was recently formed to arrange for the appointment of elvtr. facilities for handling the storage of wheat that should be ordered to local elvtrs. by the direction of the local agt. of the Food Administration Grain Corporation; also to decide upon a schedule of charges to be made for the different classes of services which will be needed. The following are members of the ass'n: Donahue-Stratton Co., Lyman-Joseph Grain Co., P. C. Kamm Co., Rialto Elvtr. Co., J. M. Riebs, Jr., Taylor & Bournique Co., Updike Grain Co. L. G. Bournique is pres. and H. A. Plumb sec'y and registrar of receipts of the ass'n.

WYOMING

Sheridan, Wyo.—Our 50,000-bu. elvtr. is now complete and in operation.—Farmers Mill & Elvtr. Co.

A LUMBER COMPANY at Niles, Mich., urges farmers to provide storage facilities for grain, and reminds them that two years ago for lack of such storage a large quantity of unprotected grain was spoiled by wet weather. The lumber company helps farmers to plan the right kind and capacity of storage facilities for their crops and also aids them to get labor to harvest crops.

IT HAS RECENTLY come to the notice of the Bureau of Export Licenses that certain firms are making the statement that if applications are filed through their office it will facilitate the securing of licenses. For this so-called facilitation they are requiring fees from shippers. Shippers are informed that if they employ firms which pretend to facilitate the procuring of licenses they are merely throwing their money away, as licenses are granted in the order of their receipt and no facilities are given to the applications of any one firm over another.

Illinois Farmer Grain Dealers Meet at Galesburg.

The 15th annual convention of the Farmers Grain Dealers Ass'n of Illinois was held at Galesburg Oct. 16, 17 and 18. The convention sessions were held in the Illinois National Guard Armory, a large building which had been decorated throughout with the national colors for the occasion.

Pres. J. C. Sailor called the opening session to order at 9:30 o'clock on Tuesday and after the invocation an address of welcome was delivered by Maurice Zetterholm, city attorney of Galesburg, and John Miller, 1st vice-pres., of Galva, responded for the ass'n.

At the afternoon session Tuesday Pres. Saylor appointed auditing, nominating and resolutions committees and then delivered his annual address.

This was followed by the annual report of Sec'y A. N. Steinhart, Bloomington, from which we take the following:

The Secretary's Observations.

The most unfortunate situation overtook the grain shipper in the midst of the new wheat crop movement because of the fixed price established by the government. Many shippers did not understand that a maximum price was to be set and accepted the grain from the farmer or grower within a reasonable margin of prevailing prices, believing they could take care of the situation and still be able to move the grain out without loss even though unable to protect their purchases by future sales or time contracts covering a period that might be long enough to permit movement.

It was a hard situation and it seems too bad that the wheat shipper, who carried more than his share of the community burden and who felt that he was doing the only thing that could be done under the circumstances, should have been so severely punished. He undoubtedly felt that he was doing his bit in a patriotic way in relieving the congested situation on the farm without storage room at hand. Much of the wheat grading below contract added to the difficulty since the new method of marketing tended to fix a discount on low grade wheat out of proportion to its milling or commercial value.

It is gratifying, however, to note that every one recognizes the times and the difficulty of making an adjustment to new conditions in a manner that will not in some way or other work both inconvenience and hardship in the adaptation. Had some of the recent regulation been forecast during normal times it would have been termed crazy and anarchistic while now recognized as necessity and in the line of general good.

Out Weights: The Ass'n was represented at two meetings of the grain Ass'ns and shippers and the carriers at which time the matter of out weights or scale inspection was under consideration. A plan of joint scale inspection maintained by carriers and agreeable to shippers and which apparently at least looked advantageous to both was fully considered. Briefly stated the plan contemplated an inspection and shop car so manned that both inspection and ordinary repair work might be done efficiently and quickly, ordinary repairs to all standard scales being carried in stock. This car would pass over one division of railroad after another and by taking the work in rotation would save a lot of useless and needless expense now involved under the present plan which lacks system and efficiency. Such a plan is in operation in both Kansas and Oklahoma and is reported to be very satisfactory to all concerned. If we are to ask the carriers to pay out good United States dollars on grain shortages they are surely entitled to know that our scales are right and that we are coming clean.

Unfortunately, for what reason we do not know, the matter was dropped and nothing definite resulted from the conferences. Our opinion is that on account of the payment of claims entering so much into the discussion, carriers were afraid to take the step. Perhaps we would have felt much the same way had we been on the other side of the table.

Letting the Contract: The importance of grain marketing under the most favorable conditions with reference to hous-

ing, sorting and cleaning, with the least possible needless expense and waste is coming to be more and more appreciated. With the extremely high prices now prevailing and with the serious shortage which confronts us, waste is next to a crime and bad assorting often amounts to waste. We find that almost everywhere plans for both elevator and office improvement or rebuilding are under consideration. This is as it should be since the importance of the grain business warrants the very best in both service and facilities and it is a wonder to us that the grain grower has not demanded these changes before this time.

Our observations, especially during the last year, prompt us to caution the prospective builder in placing his contract. It is not always best to accept the lowest bid since, unfortunately, there are a few builders who quote a price below the cost of good and durable construction and after being awarded the contract fail to furnish material and machinery up to specifications and are so adept in bringing about complications that affect the contract that, in the end, they get by with their crooked methods, to the extreme detriment of the owner. Not a little of this work has gone on in the past year. There are plenty of honest contracting firms. Be careful that you deal only with this kind.

The convention was then addressed by C. A. Lyman, Madison, Wis.; W. H. Hayes, Neponset; and A. H. Dysart, Standard, on the subject of "Collective Buying," and by F. W. Stout, Ashkum, and O. J. Baer, Sidell, on "Collective Selling—Brokerage." These addresses were followed by a free discussion of various phases of the subjects, a number of the delegates taking part in the proceedings.

The first number on the program for Tuesday evening's session was an address by J. W. Shorthill, York, Neb., on "The Organized Farmer at Washington." In the past year Mr. Shorthill has spent considerable time in the national capital in his capacity as sec'y of the National Council of Farmers Co-operative Ass'ns, as a member of the Food Administration Grain Corporation and as a member of the committee which determined the basic price for wheat. His experience had thus made it possible for him to know what had been accomplished by the farmers' organizations at Washington, as well as what might be accomplished in the future by properly directed effort, and his address was devoted primarily to an explanation of these things. He also took occasion to touch upon the matter of Food Control, referring especially to the work of the Fair Price Committee, and telling something of the methods used by the Committee in arriving at its decision.

Clifford Thorne, of Chicago, delivered an address on "The Railroad and the American Farmer." Mr. Thorne incorporated within his speech some of the facts which he has encountered in his long experience as an attorney for various traffic organizations, showing that almost every position taken by the railroads can be made untenable simply by the application of careful study to data taken from their own records. Just previous to the session Mr. Thorne had been employed by the board of directors of the ass'n as its attorney. He had brought with him a number of the exhibits introduced in the hearings recently held by the Interstate Commerce Commission on the carriers' request for advances in rates and by the citation of actual figures he showed the delegates how fallacious many of their arguments appear when subjected to analysis. He said that with one exception, that of the Minneapolis Chamber of Commerce, the grain exchanges had failed to lend their assistance in contesting the railroads' attempts to advance freight rates, and that the farmer should make them know he does not approve of their course.

Wednesday's Sessions.

Adolph Gerstenberg, Chicago, was the first speaker of the second day, his subject being "Grain Grades." He said:

Grain Grades.

The warehouse act which we have in this state was started in 1870, and our system of inspection has grown from the authority contained in a law based upon conditions as they were over 40 years ago, and we still have to operate under that law notwithstanding the fact that conditions have been very greatly changed. I have known intimately the men who, as chiefs of the inspection department, have administered the provisions of the law, and I know that these men meant well and did their best.

Complaints made by foreigners ultimately led to the federal Grain Standards act which we now have, and which authorizes the establishment of uniform standards for grading grain and for supervision of the inspection service. It is now in use on wheat and corn and we are all having trouble. That this trouble will disappear as we become more used to the rules, and as the rules themselves are made more perfect, seems certain, but for the present we must expect some confusion. I have here a sample of grain which moved from a point in Kentucky to Boston. It was inspected five times by as many licensed inspectors, and no two placed the same classification on it. The sample contains red winter, hard winter, durum and spring wheats, and it is my belief that the trouble was caused by reason of the fact that seed dealers are not required to work under the same regulations as the grain dealers.

I am convinced that Mr. Brand, Dr. Duvel, and their assistants in the Dep't of Agriculture are honest and thoroly efficient in their work, and they are willing to listen to suggestions and desire to bring about uniformity in grading and to make the regulations fair to all.

Mixed Grain:—There has been some trouble on account of wheat which contains more than 6% of other grains. I claim that this grain should have a classification, with a proper specification as to the quantity of foreign grain. In the beginning it could not be given any classification, but now the regulations permit the inspector to grade it as grain, and to use numerical grades in connection with a statement showing the percentage of each grain in the mixture. Mixed grain is good for human food, it is not chicken feed solely because it is mixed. Seventy thousand bushels of it was sold yesterday to mills and it will be ground by them.

Dockage is causing trouble, and while the sieves may comply with the specifications the dockage will often contain small, but otherwise good, grains of wheat. I believe that after the percentage of dockage is determined the traders should be permitted to make another trade to cover the dockage.

Oats and Rye Grades:—I think that the federal act has come to stay and that by July 1, 1918, oats and rye grades will have been promulgated. I am not so sure about barley. The act itself and the regulations are as nearly perfect as men can make them and they can be improved as experience proves necessary. Don't treat your moisture tester as a joke; it is your friend and should be treated as a friend. Take time to make a careful test and watch your thermometer, making sure that it is correct.

I hope the dealers of the country will work on the wheat grades as faithfully as they have worked on the corn grades. I wish to say now that you must be careful with this frosted corn. You should procure bulletin No. 168 from the Dep't of Agriculture as it pictures in colors the different kinds and conditions of corn and it will materially assist you in grading.

The year 1918 needs every push that we can give it and let us, as grain men, show the country and the world that we are as patriotic as are the boys in khaki.

In the absence of the gentlemen whose names appeared on the program to lead the discussion on "Side Lines as a Necessary Adjunct to the Business of a Successful Elevator," A. H. Dysart, of Standard, was called upon to address the convention on that subject. Mr. Dysart explained the benefits which would come to the company which handles side lines in connection with its grain business, showing the satisfactory results the business had brought to his own company. A number of the delegates took an active

part in the discussion which followed Mr. Dysart's address, many phases of the matter being considered and much time devoted to it. At one point in the discussion it turned on the question of the desirability of engaging in the business of handling side lines if it interferes with the operations of local merchants who do not already compete with the elevator company. One view which was expressed held that the local dealer in other lines is not in business for the farmers' good and that, therefore, the farmer has no right to stay out of a business because to engage in it will take business away from the competing dealer. Others held that the company should select side lines that do not interfere with other dealers' business.

John Miller, Galva: The local dealer may have helped to build up the community, but I do not concede that. A farming community is built by farmers.

Announcement was made that the evening session would be devoted to a question box for managers, which would be followed by a musical program.

The Wednesday afternoon session was opened by J. A. Henebry, Plainfield, who talked on "Financing the Local Company." At the conclusion of the address by Mr. Henebry the subject of "Financing the State and National Organizations" was taken up by P. C. Allen, Ransom, and he was followed by H. M. Wood, Delavan, with a talk on "Financing Our Educational Work." When financial matters had thus been considered from all angles the delegates entered into a lively discussion of the subject, and a committee was appointed to report at the evening session on a change in the schedule of dues to permit more financial assistance to the work of the state and national ass'ns.

M. R. Myers, Chicago, addressed the convention on "The Institution—The Manager—The Service Rendered—Appreciation."

During the Wednesday evening session the report of the committee on dues was received and the convention voted to fix the annual dues at \$20.00, as they now are, and to collect in addition 25c for each car of grain or merchandise handled.

A number of questions were handed in at the door to be read at this session, which was presided over by G. B. Warren, Galesburg. The question on "Who Gets the Dockage" brought forth much discussion, the final decision being that the foreign material present in wheat should go to the man who cleans it. There seemed to be no difference of opinion on the proposition that the farmer is to blame for the presence of the dockage, the statement being frequently made that the thresher will clean the wheat if the farmer insists strongly enough.

"Should We Buy Insurance Thru the Mutual Companies or Thru our Local Bank?" was the question asked by one manager. Opinion strongly favored the mutual organization, only those with risks that will not be accepted by mutual companies and others who feel obligated to the local banker being willing to place the business thru him as the agent of stock companies.

"Shall We Have Our Own Brokers?" and "Are Com'ns Too High?" elicited a number of varied opinions.

The Musical Program.

The managers' session was followed by a program which had been arranged by a committee of managers and the dealers of Galesburg. The public had been in-

ited to attend the entertainment and the Armory was well filled long before the hour set for the opening number.

Thursday's Session.

The report of the auditing committee was received and filed.

The report of the committee on resolutions was read, and the following resolutions adopted:

Resolutions.

Loss and Damage Claims.

Whereas, in hearings held before the Interstate Commerce Commission in Docket 9009 the carriers have sought by a voluminous mass of hand picked testimony to discredit the outweights at country stations in order to avoid paying claims for loss of and damage to grain in transit; and

Whereas, we believe the large majority of farmers elevator companies do have adequate weighing facilities and do give correct outweights;

Resolved, that we protest against this attempt of the carriers to discredit our outweights.

Freight Rates.

Whereas, the Interstate Commerce Commission in its decision rendered June 29, 1917, after a thorough investigation lasting over a period of several months, during which time both shippers and carriers were given opportunity to be heard, found that there was no justification for an advance of 15% in freight rates on certain commodities, including grain and grain products; and

Whereas, the carriers are now seeking to reopen the case imposing an additional tax of \$360,000,000 annually which represents 5% on \$7,200,000,000;

Resolved, that the Farmers Grain Dealers Ass'n of Illinois go on record as opposed to any such advance at this time and should any situation arise whereby carriers must have increased facilities on account of increased transportation, and are unable to obtain sufficient funds during the present war, we favor having the government loan the railroads the necessary funds or for the government to purchase the equipment for the time being or take over the railroads entirely.

Pledging Support to Government.

Whereas, our nation has been drawn into the most gigantic struggle that the world has ever known, for democracy; and

Whereas, it is the duty of every American citizen to support the Government in every way possible; be it

Resolved, that the Illinois Farmers Grain Dealers Ass'n heartily endorses the Administration in all of its policies and that we recommend the support of the policies of the Food Administration and that we urge our members to co-operate in the greatest possible production and conservation of all grain products for food so that our armies and allies may be properly fed, and we further recommend that our members show their patriotism by liberally purchasing Liberty Bonds and lending every assistance to bring this war to a successful termination.

Officers selected by the nominating committee were elected as follows:

Pres., J. C. Sailor, Cissna Park; 1st vice-pres., John Miller, Galva; 2nd vice-pres., Harry M. Wood, Delavan; sec'y, A. N. Steinhart, Bloomington; treas., W. H. Hindall, Natrona.

A. S. White, of Chicago, chairman of the Advisory Committee of the Food Administration Grain Corporation, addressed the convention, giving an explanation of the work of the agency which is administering the Food Control Law and also speaking at some length upon the value of the grain exchanges in handling the grain crops of the country.

Convention Notes.

The registration totaled 465, and of this number only 124 were managers.

The ass'n will not hold a convention in 1918, but will meet next in Peoria during February, 1919.

C. B. Sinex and Geo. E. Traut of the Grain Dealers Natl. Fire Ins. Co., Indianapolis, presided at the registration.

Continuous Chicago quotations were furnished at the Custer Hotel over the private wire of Simons, Day & Co.

A working model of the Richardson

Automatic Scale was exhibited in the lobby of the Custer Hotel by N. C. Webster and J. Instone, Chicago representatives of the Richardson Scale Co.

The rain caused some of the delegates to rejoice because their original plans to come in autos were abandoned; and some of those who carried out their plans were wishing it had been otherwise.

Can Southwestern Millers Control Our Wheat?

After the schedule of prices recommended to Kansas millers by the Southwestern Milling Division of the Food Administration for use in making purchases of wheat from farmers had been in effect about three weeks it developed that some of the millers were wholly ignoring the schedule, and on Oct. 16 the following bulletin was issued by the Milling Division:

In view of the fact that the Food Administration Grain Corporation finds itself without sufficient wheat at the country points to furnish a just proportion of the visible supplies to mills not owning or operating their own country buying stations, and on account of so large a number of the heretofore independent dealers having leased their houses to Milling Companies, it has become necessary for the Food Administration to take control of all wheat all points and requisition such wheat for any and all mills working under the Millers' Agreement, regardless of whether the wheat is in a house operated by an independent dealer, or is owned, leased, hired or rented by a Flour Milling Co. or any other concern. You are not permitted to order wheat direct from your own, or any other elevator, to your mill. Mills will therefore requisition to this office for their full requirements for 30 days in excess of their present stocks owned at milling points less the average amount they will buy from farmers at mill towns. This rule becomes effective Monday, Oct. 22, 1917.

It appeared to Sec'y Smiley of the Kansas Grain Dealers Ass'n that this order was in direct conflict with statements made by higher officials of the Corporation, and he addressed a letter to the New York office, asking for information on this and other points. The answer received by him follows:

The millers are permitted to buy wheat direct from the country elevator owners or operators in territory adjacent to their mills, on a price basis conforming to the Government plan, allowing for shipping charges, freight, etc., and not to disturb the local wheat market, in order that elevators or other mills, who are performing a service for the producer and consumer can have a reasonable profit for their services.

It will be proper to deduct the 1% from the price basis when purchasing wheat from country elevators, as this is considered as one of the expenses of the business.

There is no restriction on brokers or commission men, whether affiliated with any Board of Trade or not. They can make such charge for their services as in their judgment is fair. They would, of course, be amenable to the persuasion of the Food Administration if it was found they were charging an excessive rate.

Itinerant grain merchants having no facilities for storage of grain are not required to secure licenses.

Members of farmers co-operative companies may be permitted to store grain in their own elevators for more than thirty consecutive days, but they cannot enjoy this special privilege if they are not a stock company, and they cannot store grain for others not members of their particular co-operative company.

Brokers and country elevator owners will be permitted to sell grain direct to millers, but of course, under the direction of the Food Administration.

Commission merchants and brokers will not be required to secure a license.

Commission merchants and brokers do not have a license, and there will be no interference with their activities in purchasing wheat for selling to the farmer for seed. A country warehouse or elevator cannot sell to the farmer at over 15% advance of the Government price basis. It is expected that the Food Administration could persuade commission merchants and brokers, or others, not to exceed this price basis in their dealings.

Grain Carriers

THE WESTERN PACIFIC will soon order 1,500 freight cars.

THE 6.4c per 100 advance in grain rates, East St. Louis and Louisville, to Tampa and other Florida points has been suspended until Feb. 8.

THE UNITED STATES government will build 24 barges at a cost of \$3,335,000 to be leased to private parties for the navigation of the Mississippi River.

THE 3 PER CENT TAX on freight bills effective Nov. 1 must be paid on all freight bills paid on and after that date regardless of the time transportation was begun.

BALTIMORE embargoes on grain have been adjusted by the railroads so that shipments can move to that port from all parts of the United States without restriction.

THREE FREIGHT CARS have been purchased by the Heaton Farmers Grain Co. of Heaton (Hoopeston p. o.), Ill., at a cost of \$700 each, to relieve the car shortage.

THE LAKE GRAIN MOVEMENT this fall has been disappointingly slow to the vesselmen. Towards the close of navigation a rush of grain is expected from the head of the lakes.

THE COMPLAINT by the Minneapolis Traffic Ass'n against transit rules and rates of the carriers at Minneapolis, Minn., has been dismissed by the Interstate Commerce Commission.

THE NATIONAL ELEVATOR Co., of Minneapolis, Minn., is said to have filed 300 separate suits against the Great Northern Railroad Co., in Traverse County, to recover for grain lost in transit.

NORTON, KAN.—The worst thing we have to contend with is the delay in transit, grain requiring 10 to 12 days to move from Norton to Kansas City.—Sim Sleffel, mgr. Norton County Co-operative Ass'n.

THE STEAMER Geo. A. Graham, with a cargo of 120,000 bus. wheat, was wrecked recently on the shore of South Bay, Manitoulin Island, and is a total loss. The boat was valued at \$300,000 and the cargo at \$270,000.

INTERSTATE COMMERCE COMMISSION hearings will be held on Nov. 21 by the full commission at Washington on claims for loss or damage of grain, and by Examiner Disque at Chicago on the eastern grain case.

DAMAGES for the sinking of the schooner Jas. A. Garfield with 3,760 bus. of wheat must be paid by the Norwegian steamer Venator. The collision occurred in August off Cove Point Lighthouse, Maryland.

THE CAR shortage shows an alarming increase. On Oct. 1 the shortage was 70,380, against 34,605 on Sept. 1, altho the railroads war board has been doing its utmost to get more service out of the same equipment.

THE DISCRIMINATION by the railways against mills in Ontario in connection with milling in transit of grain from the western provinces, complained of by the Dominions Millers Ass'n, has been found to exist by the Dominion Transportation Commission in a decision given Oct. 9.

THE FIRST SHIPMENT of bulk wheat from the prairie provinces via the Panama Canal to Europe is soon to be loaded at Vancouver, B. C., on the new 8,800-ton steamer War Victory, just launched at Portland, Ore.

BRUNSWICK and Savannah, Ga., Charleston, S. C., Fernandina and Jacksonville, Fla., and Wilmington, N. C., have been granted the same rates on grain and grain products from St. Louis as are enjoyed by Baltimore and Norfolk.

J. W. SHORTHILL, sec'y of the Nebraska Farmers Grain & Live Stock State Ass'n, recently informed the Nebraska State Railroad Commission that the car shortage threatened to become worse than a year ago, and urged the Commission to promulgate its new rules on car distribution.

BETWEEN 7 a. m. and 11:30 p. m. the Connecting Terminal Elevator of the Pennsylvania R. R. Co. unloaded 451,382 bus. of wheat Oct. 8 out of the steamer Shenango, at Buffalo, using 2 elevator legs, and at the same time loading out 176 car loads. This is said to be the best record made for two legs.

THE TREND of our times is unmistakably in the direction of complete public control, ownership and operation of public utilities, especially of the means of communication, such as railroads, telephones and telegraph, was the report submitted by a special com'te of the National Ass'n of Ry. Commissioners at the Oct. 17 convention of the Ass'n, at Washington.

DIVISION of the Interstate Commerce Commission into three separate boards was announced Oct. 17. Commissioners McChord, Meyers and Aitchison will have charge of valuation work. Commissioners Clark, Reynolds and Wooley will hear all rate increase applications and supervise transportation of explosives. Commissioners Harlan, Call and Anderson will hear all cases on appeal.

THE INTERSTATE Commerce Commission on Oct. 22 reopened the 15 per cent rate advance case so far as the eastern railroads are concerned. The railroad companies have stated to the Commission that they desire a method of procedure to be adopted that will obtain speedy advances, if approved, on commodities on which advances were denied last June, among which were grain and grain products.

SAULT STE. MARIE CANAL traffic for the 6 months prior to Oct. 1 included, east-bound, 58,162,742 bus. wheat and 35,557,206 bus. other grain; against 93,285,181 bus. wheat and 29,954,697 bus. of other grain during the corresponding 6 months of 1916. Thru the Canadian Sault Canal 36,604,764 bus. wheat and 13,610,103 bus. other grain passed during the 6 months; against 63,450,703 bus. wheat and 31,363,789 bus. other grain during the corresponding 6 months of 1916.

THE RAILWAYS are working every locomotive and car and track to the utmost now. Shortage of labor and material make it extremely difficult to maintain adequately our present equipment, while it is practically impossible to get new equipment. It is almost impossible to get rails and other track materials to replace those being worn out. These things mean that if the war goes on it is going to become more and more difficult for the railways to meet satisfactorily the demands on them.—R. H. Aishton, chairman central department of Railroad War Board.

THE RAILROAD COMPANIES could find some good car repair men if they would look around the average grain elevator, as that is all we get to do. The company furnishes the trucks and we build the cars.—D. F. Connolly, mgr. McCaull-Webster Elevator Co.

RAILROAD COMPANIES having funds are trying to buy or build cars, altho war orders come first. The Union Pacific contemplates the purchase of 5,000 freight cars. The Illinois Central will build 700 in its own shops and buy nearly 3,000, besides 85 locomotives. The situation with regard to supplying equipment for domestic use is complicated by the order from the French government thru the United States government for 640 locomotives, and from the Russian government for perhaps 30,000 freight cars.

THE COMMISSION on Car Service at Washington is seriously considering the issuance of an order to prevent carriers restricting shippers in the use of box cars for any destination, irrespective of ownership. It is also contemplated to abolish the rule which requires a switching road to return to the home road at interchange point, cars received from it, either empty or loaded, and to permit the use of such cars by industries where cars were unloaded, says Geo. A. Schroeder, manager of the freight bureau of the Milwaukee Chamber of Commerce.

A REDUCED rate of 60 cents per 100 lbs. on wheat and flour consigned to Europe has been made effective Nov. 19 by the Southern Pacific from San Francisco to Galveston and New Orleans at the request of the Food Administration Grain Corporation, to facilitate the movement of wheat from Australia. The reduction is 5 and 10 cents to the two ports, respectively. Why could not the ships taking the wheat and flour from Australia pass thru the Panama Canal direct to England and save the unloading and loading and expensive rail haul?

THE NATURAL SHRINKAGE deduction item No. 20-A in Supplement 11 to Atchison, Topeka & Santa Fe tariff No. 5655-W now reads as follows, effective Nov. 15: Carriers will not be responsible for differences in weight of bulk grain when due to natural shrinkage or discrepancies in weights and will only be responsible where actual loss is due to defective car, permitting of loss, or to defective seal. When such liability is established, there will be deducted from the claimed loss in weight the following amounts: On wheat, rye, oats or other small grain, $\frac{1}{8}$ of 1 per cent; on corn, $\frac{1}{4}$ of 1 per cent of the total weight of the shipment. These deductions, representing reasonable shrinkage due to evaporation or other natural causes, to be made from shipping weights.

HOG BREEDERS have recommended to Hoover that he fix the price at which next spring's pigs are to sell at the ratio of 14 bus. of corn to 100 lbs. of pork.

LICENSES for the export of food grains are issued only with the approval of the food administration and every effort is being made to subject such exports to the strictest control. Cases are of frequent occurrence where ships are loaded with grain and the exports administrative board is unable to grant the necessary export licenses. This result is rendering useless a considerable amount of tonnage, in the loss of large quantities of grain by deterioration and in the additional expense of unloading.—Exports Administrative Board.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

C., B. & Q. in Sup. 21 to 6786D gives rates on grain and grain products from Davenport, Ia., to CFA points, effective Nov. 10.

T., P. & W. in Sup. 10 to I. C. C. 1324 quotes rates on grain and grain products from its stations to C. F. A. points, effective Nov. 10.

C., C., C. & St. L. in Sup. 25 to 1261-F gives rates on grain and grain products from its stations and connections to C. F. A. points, effective Nov. 1.

A., T. & S. F. in Sup. 17 to 6510F gives reduced rates on grain and grain products from points in California to El Paso, Tex., and Deming, N. M., effective Nov. 15.

C., R. I. & P. in Sup. 14 to 28930-A quotes rates on grain and seeds to New Mexico points from Kansas, Missouri, Nebraska, Oklahoma and Texas, effective Nov. 12.

Alton in Sup. 1 to 1665-A cancels 1655-A, effective, Nov. 15, leaving in effect the rates published in C. & A. tariff No. 1596-C, on grain products from stations in Illinois to gulf ports, for export.

K. C. S. in Sup. 13 to I. C. C. 3499 quotes rates on grain and grain products between Kansas City and Missouri River points to stations on the Kansas City Southern and connections, effective Nov. 15.

C., R. I. & P. in Sup. 83 to 22000-C gives rates on grain and grain products between stations in Illinois, Iowa and Minnesota and stations in Illinois, Iowa, Minnesota, South Dakota and Missouri, effective Nov. 15.

Alton in Sup. 9 to 1596-C gives joint and proportional rates on grain and grain products from stations in Illinois and Louisiana, Mo., to Memphis, New Orleans and Helena, Ark., and Southeastern and Florida points for export, effective Oct. 6.

K. C. S. in Sup. 13 to I. C. C. 3504 quotes rates on grain and grain products between points in Kansas, Missouri, Nebraska, Iowa and Missouri River points to stations on the Kansas City Southern and connections in Arkansas, Missouri and Oklahoma, effective Nov. 15.

M., K. & T. in Sup. 20 to 4106-E gives rates on grain and grain products from Missouri, Nebraska, Iowa and Kansas to Texarkana, New Orleans, Ft. Smith, Little Rock, Jackson, Miss., Mobile, Ala., and Pensacola, Fla., effective Nov. 5.

Alton in 1604-D quotes rates on grain and grain products from Chicago, Joliet, Peoria, Pekin, East St. Louis and St. Louis and stations on its line to other points on its line and to Toledo, Detroit and connecting lines in Illinois, effective Oct. 16.

C., C., C. & St. L. gives rates on grain and grain products effective Nov. 1 to CFA points from Indianapolis in Sup. 10 to 771-E; from Columbus, O., in Sup. 12 to 1374-F, and from Dayton, Osborn and Springfield, O., in Sup. 19 to 1376-G.

C., R. I. & P. in Sup. 20 to 29329-B gives rates on grain and grain products and seeds between points in Kansas, Nebraska, Iowa, and Missouri and stations in Indiana, Illinois, Iowa, Missouri, Minnesota, South Dakota and Wisconsin, effective Nov. 7.

A., T. & S. F. in Sup. 11 to 5655-W quotes joint proportional rates on grain, grain products, hay, straw and broom corn from points in Kansas, Colorado, New Mexico, Oklahoma and Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., effective Nov. 15.

C., R. I. & P. in Sup. 1 to 19687-J makes effective Dec. 5 reduced rates from 9 Missouri stations on corn and corn flour. To New Orleans, Mobile, Port Chalmette and Westwego the new rates will be on wheat and wheat flour 19 cents from Lackland, Maryland Heights, Vigus, Hine, Chesterfield, Kroenung, Monarch and Centaur, 25 cents from Bowen; on corn and corn flour 15½c from Lackland and Maryland Heights, 16c from Vigus, 16½c from Hine and Chesterfield, 17c from Kroenung, Monarch and Centaur, and 23c from Bowen. The export rates remain the same.

THE WHEAT EXPORT Co. continues to buy oats to fill vessels that were intended for wheat, and continued light receipts keep the market very firm, cash premiums being gradually advanced thruout the week. The movement in the country has increased a little, elevators are filling up and scarcity of cars alone prevents increased receipts. The Railroads War Board is giving this immediate attention, and relief is looked for in a week or two. We continue in the opinion that there is little to hold oats for. The supply and demand situation is bearish. This may not be proved before spring, but it is bound to come.—W. H. Perrine & Co.

Daily Merchandising the Safe Policy.

H. B. Dorsey, of Fort Worth, sec'y of the Texas Grain Dealers Ass'n, in calling attention to the possibility of price control over corn and oats, says:

At the conference at Chicago Sept. 19 Mr. Julius H. Barnes, pres. of the Grain Corporation, stated positively that it was not the intention of the administration to take over or exercise control over the handling of these or other grain commodities.

President Wilson's proclamation as published Oct. 11 includes the licensing of elevators handling corn and oats.

I wired Mr. Barnes, as follows, "In conference with various secretaries state grain dealers ass'ns at Chicago, you assured us the Administration had no idea of taking over handling of corn and oats. Press reports of President Wilson's proclamation announcing control of large number food products, include licensing elevators handling corn and oats. Please wire what this means. Does it mean that the Administration contemplates assuming control of corn and oats along lines adopted for control, of wheat and rye?"

I received the following reply to my message, from Mr. Barnes. "Telegram received. Suppose you wait and see what regulations are put out regarding corn and oats handlers. I can see no sign of the Administration buying or selling corn or oats, but always and everywhere keep in mind that any statement made as to policies may be forced by war necessity, to change over night."

While the messages seem plain enough it might not be amiss to suggest that under the stress of war conditions there is nothing certain as to our status and nothing except a very conservative daily merchandising proposition can be regarded as a safe policy to pursue, tho this is only a suggestion.

While Mr. Barnes states that he cannot see any sign of the Administration buying or selling corn or oats he does not state that he cannot see any sign of price fixing on these commodities, but it might be construed that should a price be fixed it would be necessary for the Administration to buy and sell these commodities in order to maintain that price.

SUDDEN LIKE!

We called up the Llewellyn Bean Company, of Grand Rapids, at noon *Saturday* and they told us to ship them a drier—the carload a day kind.

This is *Monday*—and the drier is shipped. By this time next week they will be drying beans.

We're pretty good, when sudden action is worth while. Try us. There are *millions* of soft corn to be handled this winter, and Hess driers are needed to save it.

We can serve you quickly and well with driers of all sizes.

Phone--wire--write. We'll respond quickly

Hess Warming & Ventilating Co.

907 Tacoma Building, CHICAGO

Moisture Testers also--Brown-Duvel--for Copper or for Glass Flasks. The Official or the Improved Kind.

Supply Trade

ADVERTISING space is a salesman, and needs an expense account for copy and cuts.—*Class.*

FARGO, N. D.—A Hoiland inventor of the Hoiland wild cat separator is to erect a new factory in this city to cost \$6,000.

ST. PAUL, MINN.—Geo. W. Sherwood, who is said to have been a pioneer grain elevator builder, died recently at his home in this city.

ST. LOUIS, MO.—The Walter A. Zelnicker Supply Co. has secured the services of W. H. Bramman who is acting in the capacity of assistant to the president.

CHICAGO, ILL.—J. Instone, formerly in charge of the Memphis office of the Richardson Scale Co. has been transferred to the Chicago office.

GREAT FALLS, MONT.—The Richardson Grain Separator Co. has opened an office at 216 Ford Bldg., with R. T. Carey in charge. Mr. Carey has represented the company in the Northwest for several years.

CHICAGO, ILL.—The installation of the Link-Belt Sand and Gravel Washery at Metuchen, N. J., is illustrated and described in the company's folder No. 340. Journal readers may have this folder on request.

SAGINAW, MICH.—In the Liberty Loan drive in this city, team fifteen of which A. T. Ferrell of A. T. Ferrell & Co., is a member, has secured nearly three times as many subscriptions as any other team in the city. Mr. Ferrell's personal subscription was \$100,000.

DON'T wait until the last moment to put in your machinery requirements. Manufacturers claim it is so difficult to secure the raw material and skilled help that their manufactured product will fall short of the demand and late-comers will go begging.

MANCHESTER, ENG.—In their occasional Letter dated Sept. 17th, Henry Simon, Ltd., announce the death in battle of Capt. Harry Simon, R. F. A., governing director of the firm. His two younger brothers Maj. V. H. Simon, M. C., and Capt. E. C. Simon have both been killed in action in France.

SILVER CREEK, N. Y.—It was erroneously stated in the Oct. 10th number of the Journal that it was impossible to secure the cutter for testing grain in this country. It has since been learned that the S. Howes Co. has a stock of these cutters on hand, the company having purchased them before the war.

SCHENECTADY, N. Y.—Grain elevator operators who are interested in improved electrical appliances will find it to their advantage to send for General Electric Co.'s bulletin 41801 Motor Driven Exhaust Fan Outfits; bulletin 45606 Choke Coils for Alternating Current Circuits and bulletin 41021 RF Adjustable Speed Motors.

NINE DEFENDANTS convicted of fraud in the Barr-Widen Mercantile Agency case must serve their sentences, the Supreme Court of the United States recently having denied a writ of certiorari. They took over a collection agency at St. Louis, and accepted fees in advance for making collections which they never made, obtaining nearly \$1,000,000.

The Handwriting on the Wall Or The Mystery of a Weight Difference.

Echoes of the I. C. C. Claim Hearings.
A Melodrama
By
A Reader of the Grain Dealers Journal.
CAST OF CHARACTERS.

The Judge.
The Prosecuting Attorney.
Railroad Lawyer.
Grain Trade Lawyer.
Parties to the Suit.
Mr. Railroad Mann.
Mr. Grain Dealer.
Mr. Weigher.
The Heavy Villians (The Trouble Makers).
Mr. Bumm Carr.
Mr. Punk Scale.

Scene: U. S. Court Room.
Enter Crier.

Crier: Hear ye! Hear ye!
The next case on the docket
For your honor to decide,
Is a case that hits the pocket,
Golden grain is scattered wide;
Deal and Weigher versus Mann,
Shipper, too, is under ban.

Prosecuting Attorney now speaks:
These most honest men, your honor,
Messrs. Weigher and Grain Deal,
As I certainly shall prove you,
Are the victims of a steal.
There was shipped by this Grain Shipper
Twenty tons of Golden Grain,
Sent in care of Railroad Mann here
On his transportation train.
Now, your honor, five tons missing.
Of this golden priceless wheat,
And I now demand, your honor,
Someone the bill to meet.

Mr. Railroad Lawyer speaks:
As lawyer, please your honor,
For Mister Railroad Mann,
The cause of all this trouble,
Disprove it let who can.
A scale with weak foundation
Is causing all this fuss;
While scorn for toleration
Is stirring up the muss.
With beam awry and slide aleak
And weights all out of order,
It is no wonder that they speak,
And claim the tons are shorter.

Mr. Lawyer Grain Trade has his say:
I'm here to plead for Mister Deal,
The shipper of the grain,
I'm here today to make this spiel,
Wheat sifts from cars like rain.
I'd like to call as witness now
This old fellow, Bumm Carr,
To prove to all beyond a doubt
Who scatters grain afar.

Mr. Bumm Carr takes the stand:
When 'tis wheat makes up our load,
We sprinkle, sprinkle all the road,
Dribbling grain so clean and bright
'Long the road both day and night.

Mr. Railroad Lawyer again speaks:
This lawyer, sir, if please your honor,
Has proved by Mr. Carr,
That all the shortage here reported,
Is scattered wide and far.
But I will prove by my first witness,
His name is Mister Scale,
The trouble's not from leakage,
Our cars they never fail.

Mr. Punk Scale takes the stand:
My name is scale, I'm automatic,
I'm tellin' in this court,
I'm always weighin' over, or I'm always
weighin' short.
Like Mister Hopper Wagon Scale,
Who is a close relation,
They say my fault is due to this,
Location and foundation.
But Mister Deal he counts on me,
The claim man's in disgust,
And each of you will all agree
I'll short the weights or bust.

The Prosecuting Attorney talks:
You've heard the testimony,
And to it we'll not add.
These men in controversy
Show scales and cars both bad;
We ask the court's decision
On the short and over weight,
Holding nothing in derision,
Giving judgment on their fate.

The Judge:
In this suit now brought before me,
The Railroad versus Deal,
Where each one the other charges
That he's guilty of a steal,
Let me show to each the law, sir,
How things really ought to be,
And I'm sure when you have heard me,
You will all with me agree.
Though there's much that is found wanting
And the trial's hard to bear,

Yet the remedy is easy
If you will but do your share.
Listen, then, you railroad fellow,
Listen, now, you shipper man,
Cease the feeling, cease the bellow,
And help along this jolly plan.
Grain doors lined, the cracks all hidden,
Not a grain is lost en route,
Modern methods for all business,
Big or little, small or great.
Then to make the balance even,
Test your scales in every part,
Faulty scales have caused more trouble
In the world's great busy mart.
This the writing on the wall,
Honesty outweighs them all.

Finale—with slow music:
From the snow covered peaks of the sad
frozen north,
Where the snow drops are chilled on the
cold lap of earth,
To the tropics red sun with its fierce
blazing heat,
From the green grassy slopes with their
bright waving wheat;
From the north to the south, from the
east to the west,
O'er the deep ocean's bosom, its foam and
its crest,
There blazed forth these words—On earth
peace, blessed peace—
Let the wrongs all be righted, and cruel
wars cease.
Thou'st been weighed in the balance and
found wanting, all,
'Tis the hand of stern fate writing now on
the wall.

Exit Mr. Bumm Carr; exit Mr. Punk
Scale.
Result! The Claim Agent lost his job.
(Sobs. more sobs.)
And there was peace.

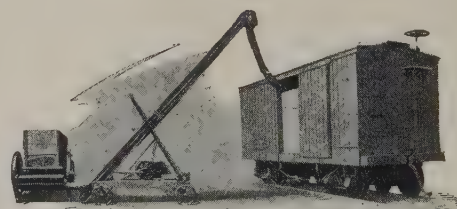
THE END.

The Portable Elevator.

The use of power in effecting the handling of bulk grain has come to be an accepted method, and the many advantages over other methods are causing grain dealers generally to turn to it as a means of solving the problems which arise when an attempt is made to handle bulk grain by hand. Many dealers feel the need of an elevating machine for use in connection with temporary grain bins and corn cribs, and for filling cars with ear corn when the elevator itself is not equipped to handle that grain.

The elevator which is shown in the accompanying engraving is made for this purpose by the Hart Grain Weigher Co., and it is manufactured in two types, one of which handles shelled corn and small grain only, while the other will handle either ear corn or small grain. When once set in place, the machine need not be moved until the work is finished, as the receiving hopper can be raised to permit wagons to be driven into position for unloading, and within the hopper itself is a feed regulator to enable the operator to control the flow of grain according to the power the engine in use is capable of delivering.

The machine may be had in various lengths from 20' to 40', and for use with corn cribs or grain bins a roof extension or an inside conveyor or drag may be used in connection with the elevator to reach to greater distances. As the machine is readily portable, only one is needed to serve several bins or cribs.



Portable Elevator.

A New Grain Cleaner.

If there was ever a belief in the mind of any grain dealer that clean grain does not bring higher prices it is a belief which has been effectually dispelled by the operation of the federal rules for grading wheat and corn. Every dealer now knows that dirt or other foreign material in grain lowers the value of the grain in exact proportion with the percentage of the foreign material. The thoughtful man realizes that this is so, and he does not waste time in argument against the existing condition, but proceeds immediately to take whatever steps are necessary to gain the full benefit of that condition.

This means that he is preparing to clean the grain which he purchases, realizing that this action will enable him to offer to prospective buyers a commodity for which he will receive a premium. To accomplish this he must install grain cleaning equipment.

The Cupola Grain Cleaner Co. has recently placed upon the market a new type of machine for the cleaning, cooling and conditioning of grain, its general appearance when installed being shown in the photograph reproduced herewith. The device has been in use in elevators in several cities for about five years, during which time it is said to have proven highly satisfactory, and it is now being offered to the trade.

The machine is quite simple in construction, consisting of a feed pipe, a circular spreader, an air intake, a hopper bottom, a dust collector and a fan, with the necessary air and dust pipes. It is designed to be installed in the cupola between the elevator head and the distributor. The elevator buckets discharge the grain into the feed pipe, which delivers it onto the top of the cone-shaped spreader. As it flows downward over the spreader it is met by a current of air at the moment of greatest spread and the lighter particles are carried out thru the dust pipe and into the dust collector, while the grain itself passes on to the distributor and is diverted to the desired bin. Control levers are provided for regulating the feed and air currents, and in one side of the machine is an in-

spection door which permits direct observation of the work being done. The fan may be located in any position, either near the cleaner or in a distant part of the plant. No power is required to operate the machine, other than that needed to drive the fan, as gravity is utilized to cause the grain to flow thru the device.

It is claimed that the machine will cool, clean and condition grain at small cost; that there is nothing to get out of order, no machine that has been installed having ever broken down, required any repairs or failed to give satisfaction; that it will work equally well on corn, wheat, oats, barley, rye or any other grain; that it cannot choke; that it will not mill or crack the grain; that it will last as long as the elevator; and that it will do its work with almost no attention from the elevator man.

Oat Millers Organize.

The National Ass'n of Oat Millers was organized at a meeting held at the Congress Hotel, Chicago, Oct. 10, to co-operate with the Food Administration.

John C. Reid of St. Louis was chosen pres.; and C. M. Rich, of Keokuk, Ia., sec'y-treas., with James H. Douglas of Chicago and F. A. McLellan of Buffalo named a com'tee to perfect plans for a permanent organization to report at another meeting to be held at Chicago.

Among those present were Frank Albers of San Francisco, Geo. Albers of Seattle, J. H. Douglas, John Stewart, H. P. Crowell, H. D. Richardson, C. J. Butterfield, F. F. Ladd of Chicago; John C. Reid and G. D. Simonds of St. Louis; C. M. Rich of Keokuk; F. A. McLellan and Geo. Booth of Buffalo; J. A. Mander, Milwaukee; H. R. Holmes, Battle Creek, Mich.; Morris Kennedy, New Rochelle, Ill.; and Geo. Beck of Detroit, Mich.

MEXICO is short of cereals, and a delegation of the National Chamber of Commerce called on Pres. Carranza recently to call his attention to the gravity of the situation. The president replied that he had authorized the Treasury Department to take steps to obtain supplies of corn and other foodstuffs.

TIME IS MONEY

and you can't afford to waste it. If you handle 2,000 loads of grain per year, and it requires 4 minutes to compute the value of each of those loads, that means the expenditure of 8,000 minutes, or a total of about two weeks each year, doing nothing but figuring.

WHY NOT

use a table which does these things for you? Then all you will have to do will be to look at the table (takes about 2 seconds) and have the task completed—and with absolute accuracy. The high prices of grain have put most tables out of business.

WITH OATS

They're high, too, but we can furnish a table which reduces any number of pounds from 10 to 100,000 to bushels of 32 lbs. and at the same time indicates the value at a glance. The table is designed especially for oats, and the prices run from 10c to 79c, with values at $\frac{1}{4}$ c and $\frac{1}{2}$ c also indicated. For even hundreds of pounds the value is shown at a glance; and no matter what the weight may be, from the smallest wagon load to the biggest car load, it will never be necessary to make any calculation other than simple addition.

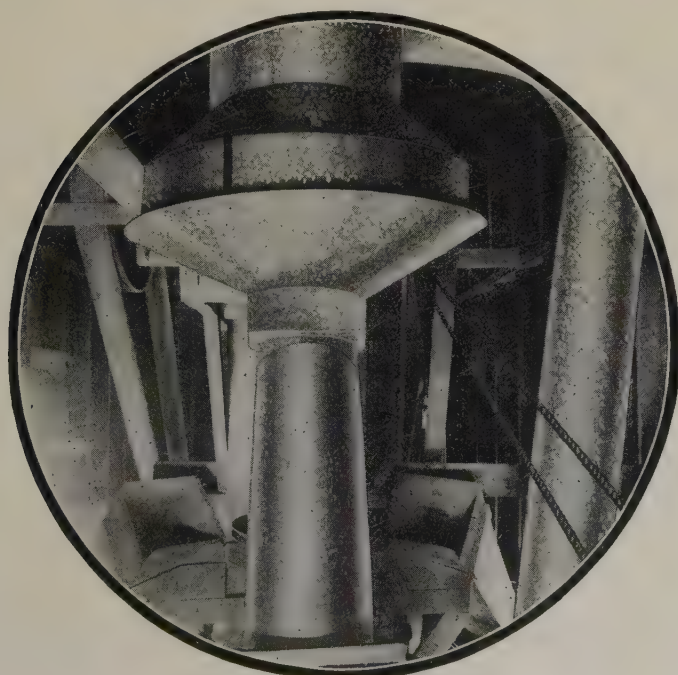
Clark's Decimal Values for Oats is a book of 18 pages, 8 $\frac{3}{4}$ x11 $\frac{1}{2}$ inches, printed on book paper, bound in heavy manila. It is as easy to understand as the kick of a mule, and the price while our supply lasts is

\$1.00

Don't forget to say how many you want when you send the draft to

Grain Dealers Journal

305 So. La Salle Street
Chicago, Ill.



The Cupola Grain Cleaner.

Supreme Court Decisions

Access to Grain Elevator.—That part of a road is in a village, and adjacent to it is a large grain elevator, is no reason why its width should not be reduced, on petition according to the statute, as the adjacent owners will become the owners of the vacated strips, and so may use them for ingress and egress.—*Stewart v. Highway Commissioners of Town of Anchor*. Supreme Court of Illinois. 117 N. E. 56.

Carrier Not Liable for Loss by Unusual Storm.—Where, in an action for the loss of goods while in a carrier's warehouse, it offered evidence tending to show that the goods and warehouse were destroyed by a storm of such unusual violence and proportions as to amount to an act of God, relieving it from liability, and there was nothing to controvert this testimony, a verdict for plaintiff was properly set aside.—*Tuthill v. Norfolk & S. R. Co.* Supreme Court of North Carolina. 93 Sou S. E. 446.

Counterclaim for Damage to Freight.—Under Code Civ. Proc. § 501, providing for counterclaims which grow out of the same transaction as that in suit, a shipper may, in action to recover freight charges on interstate shipment, set up counterclaim for damage to the freight during transportation through fault of carrier, notwithstanding that under Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379, freight charges must be paid in currency.—*Pennsylvania R. Co. v. Bellinger*. Supreme Court of New York. 166 N. Y. Supp. 652.

B/L Evidence of Weight.—Bills of lading are strong prima facie evidence of the weights given therein, and the burden of showing an inaccuracy in case of a short delivery rests on the carrier; but the presumption may be met by clear and convincing proof that all the goods taken on board were delivered. The burden of proof to show that damage to cargo from sea water was due to perils of the sea, within the exception of the B/L, rests on the vessel.—*The John Twohy*. U. S. District Court, Pennsylvania. 243 Fed. 720.

Captures at Sea.—The capture of a vessel by the enemy under the laws of war severed the contractual relations between the shipowners and the shippers, and abrogated any lien for freight then existing. The capture of a British vessel and cargo by a German naval vessel was lawful, and the captor succeeded to the rights of owners of both the hull and cargo, subject to the action of a competent prize court. The shipowners had no lien for freight on the cargo, as a carrier cannot preserve a lien for freight where he totally abandons the carriage of the goods, even though the abandonment is under force majeure.—*The Appam*. U. S. District Court, New York. 243 Fed. 230.

Error in Transmitting Message.—Where one received an unrepeatable interstate telegram which was sent subject to the stipulation on the back of the message that the company should not be liable for a mistake in transmission of any unrepeatable message beyond the amount charged for sending the same, the sendee for such a mistake could recover only the amount paid for sending the message. In the sendee's action against a telegraph company for mistake in transmitting an unrepeatable interstate message, the question of the reasonableness or of the real purpose and effect of a stipulation limiting the company's liability for incorrect transmission of an unrepeatable message to the amount received for sending the message is not open to the consideration of the state court, being a matter for the Interstate Commerce Commission to pass on.—*A. J. Poor Grain Co. v. W. U. Tel. Co.* Kansas City Court of Appeals, Missouri. 196 S. W. 28.

Liability for Damage to Cargo.—Under Harter Act Feb. 13, 1893, c. 105, § 2, 27 Stat. 445 (Comp. St. 1916, § 8030), a ship cannot relieve itself from liability for damage to cargo caused by improper stowage. A carrier will not be held liable for damage to cargo within the exceptions of the B/L, unless the libellant affirmatively shows negligence which would preclude the setting up of such exceptions; but it is sufficient if negligence is shown which was likely to cause the damage, and no other cause is shown.—*Gulden v. Hijos de Jose Taya S. en C. U. S. District Court, New York*. 243 Fed. 780.

Charter.—While the charterer of a vessel, even in the absence of an express agreement to unload with reasonable dispatch, impliedly agrees that the freight shall be unloaded without unreasonable delay and in conformity to the custom and usage of the port, yet, where the charter party or bill of lading or contract of affreightment makes no specific allowance for demurrage, or for any number of lay days for unloading, and specifies no definite time of discharge, the question whether the vessel was unloaded without unreasonable delay depends on the surrounding circumstances.—*Acme Transit Co. v. 133,000 bus. of Wheat*. U. S. District Court, Western District of New York. 243 Fed. 970.

Shipment to Bankrupt on Consignment.—Where goods are sent to a dealer under a consignment, if the title is to be reserved in the consignor, the goods should be so marked or identified, or of such a character as not to deceive innocent parties dealing with the consignee upon the strength of his having such goods as a part of his ordinary stock. Where goods are sent a dealer on consignment, and title is reserved, goods which can be identified, and as to which passing of title has not occurred, remain the property of the consignor as between him and the consignee, and the creditors and trustee in bankruptcy of the consignee have no better title than the consignee.—*Taylor v. Fram*. U. S. District Court, New York. 243 Fed. 733.

Carrier's Liability.—Section 4491, G. S. 1913, providing that "every common carrier transporting grain shall give the shipper, on request, a receipt for the number of pounds of grain received from him, and shall deliver such quantity to the consignee * * * less loss from transportation, not to exceed sixty pounds to each car," construed as it must be with section 4492, which provides for a penalty for failure to deliver the proper quantity of grain, is held to be a penal provision only, and it does not in any manner affect the civil liability of the carrier. This civil liability remains as at common law, save as this may be modified by other provision of statute.—*National Elevator Co. v. Great Northern Ry. Co.* Supreme Court of Minnesota. 164 N. W. 79.

Right of Charterer to Use Deck Space.—A vessel was chartered to carry a full cargo of heavy grain at a stated rate of freight per quarter. The charterer was given the use of all holds and covered deck space where cargo is ordinarily carried, but no provision was made for a deck load. The charterer was also given the right to load a full cargo of other merchandise by paying a total freight equal to what it would amount to on a full cargo of heavy grain. The charterer loaded a cargo of general merchandise for other shippers and paid the agreed rate of freight on the dead weight capacity of the ship, but it also loaded an open deck cargo of lumber. Held, that the owner was entitled to recover the reasonable value of the use of the deck space, which had not been contracted for, in addition to the charter hire, not measured however by the bill of lading freight received by the charterer, which was not a trustee for the owner in respect to such freight nor a wrongdoer, the lumber having been taken by the master without objection, nor by the market rate of freight, since the owner was without right to use such space or hire it to others than the charterer.—*Patagonia S. S. Co. v. Gans S. S. Line*. U. S. Circuit Court of Appeals. 243 Fed. 532.

Contract in Restraint of Trade.—An agreement between the owners of large quantities of wheat to hold the same together and sell in the market only by agreement between themselves is illegal, under Hurd's Rev. St. Ill. 1915-16, c. 38, § 130, which declares the making of a contract for cornering or attempting to corner the market in relation to grain a criminal offense, and the contract void, and likewise under Const. Minn. art. 4, § 35, and Laws Minn. 1891, c. 10, § 1, which condemn contracts to monopolize food products or restrict the freedom of such markets. Such contracts are also void at common law, as in restraint of trade and against public policy. A contract by an owner to sell wheat is not invalid, because he had knowledge that it was to be used in fulfillment of an agreement which was illegal, as in restraint of trade, where he was not a party to such agreement.—*Interior Elevator Co. v. Joseph Leiter*. U. S. Circuit Court of Appeals. 237 Fed. 149.

Membership in Board of Trade.—The rules of a Board of Trade provided for the suspension and reinstatement of members for failure to comply with business operations, or with any award under the rules and regulations of such Board, and provided that all applications for membership should be referred to a committee, and that any male person of good character and credit and of legal age might be admitted to membership upon approval by the board of directors, and upon the payment of an initiation fee of \$10,000, or on presentation of an unimpaired or unforfeited membership, duly transferred, and by signing an agreement to abide by the rules of the Board, and that every member should be entitled to receive a certificate of membership, and if he had paid all assessments due, and had against him no outstanding unadjusted, or unsettled claims or contracts held by members of the association, and the membership was not in any way impaired or forfeited, it should, upon payment of \$100, be transferable on the books of the association to any person eligible to membership, and approved by the board of directors. Held, that a membership in such Board of Trade, having a value of about \$4,000, was property passing to the member's trustee in bankruptcy, under Bankr. Act, § 70a, though other members of the Board of Trade held outstanding, unadjusted, and unsettled claims against him, aggregating about \$35,000, and protested or objected against the transfer of his membership.—*Board of Trade of City of Chicago v. Weston*. U. S. Circuit Court of Appeals. 243 Fed. 332.

"KEEP THE CORN CROD at home" is a current Louisiana slogan, meaning that that State this year has a \$50,000,000 corn crop, and that if farmers keep it for feeding live stock on their own farms, instead of selling it to be ground into mill feeds, which they must later buy for feeding the same animals, there will be not only a saving in profit to the Louisiana farmer but a saving in transportation as well. Surplus corn will be made up into mill feed at new plants.—*Food Administration*.

ABOUT 90 per cent of the corn at present sold in the city of San Luis Potosi, Mexico, is imported from the United States. This season's crop in the State of San Luis Potosi will be negligible, on account of the lack of rain and unsettled conditions discouraging to industry. During the months of November and December corn will be brought in from the States of Jalisco, Colima, Michoacan, and Guanajuato, when prices may fall to 34 pesos per carga of 140 kilos. It is believed that when corn is available from those four States the supply imported from the United States will form about 30 per cent of the amount consumed. The American corn imported is No. 2 white.—*Consul Cornelius Ferris, Jr., San Luis Potosi*.

Feedstuffs

GIBBON, NEB.—Construction has begun on the new alfalfa meal mill of E. J. Woolworth.

MEMPHIS, TENN.—Fire in a grain bin of the feed mill of the G. E. Patteson Co. recently did \$2,000 damage.

LOUISVILLE, KY.—The Louisville Cottonseed Products Co. was fined \$35 recently on a plea of guilty to a charge of misbranding meal.

PITTSBURGH, PA.—John Stewart has taken charge of a new department of the Newsome Feed & Grain Co. devoted to mill feed and cotton seed.

BOSTON, MASS.—The state food administrator has recommended to wholesalers that carlot sales of feed and grain be made to farmers at wholesale prices.

THE LARROWE Milling Co., Cohocton, N. Y., has registered the trademark "Big 6 Six" as No. 105,233 for use with dairy feed, claiming use since Jan. 31, 1917.

THE BUCKEYE Cotton Oil Co., Cincinnati, O., has registered the word Buckeye as trademark No. 102,242 for use with cotton seed roughage, claiming use since Jan. 1, 1916.

MINNEAPOLIS, MINN.—Spencer L. Fraser, superintendent of the International Sugar Feed Co., fell dead on the street Oct. 6. He was formerly with the American Milling Co., and had been with the International for 11 years.

MANITOWOC, WIS.—The council has granted the Wm. Rahr Sons Co. permission to vacate the stub ends of several streets to make room for a new stock and dairy feed plant to be built in the beginning of 1918. The new plant will cost about \$250,000.

ST. LOUIS, MO.—An overheated motor started a fire that destroyed the plant of the Great Western Feed Co. Oct. 11. Loss on buildings and equipment, \$10,000; on grain, \$50,000. Chas. G. Simon, of the company, states that the elevator and warehouse will be rebuilt.

MILWAUKEE, WIS.—Receipts of feedstuffs at this market during September were 2,260 tons, compared with 8,130 tons in the same month last year. Shipments during the month were 12,356 tons, compared with 17,657 tons during September, 1916.—H. A. Plumb, sec'y Chamber of Commerce.

PORTLAND, ORE.—A fire which on Oct. 11 destroyed the plant of the Ground Feed Co. together with a large quantity of hay, ground alfalfa and grain hog feed, threatened to burn the plant of the Albers Bros. Mfg. Co., setting it on fire several times, but firemen were able to gain control of it each time.

SCREENINGS are valuable as a fattening feed, but have been condemned as a feed for breeding animals, because some of the weed seeds act in an injurious manner on the unborn young, the progeny being worthless. It has not been ascertained which of the weed seeds are harmful and which are good food. Professor Swale Vincent, head of the department of physiology in Manitoba University, urges an investigation to learn the reasons for hairless pigs.

RICE BRAN and rice polish, fed to animals, contains the valuable protein, ash and fat, a part of which is removed from the rice in milling process. I do not use rice hulls, nor do I approve of them under any circumstances. When poultrymen buy rice paddy they do not realize that only 80 per cent of that which they buy is of value. The hulls form fully 20 per cent of the product, and the food value of such hulls, if any, is less than that of wheat straw, says Professor M. E. Jaffa, professor of nutrition, University of California.

Exports of Feeding Stuffs.

Exports of feeding stuffs during July, compared with July, 1916, and during the 7 months ending July 31, compared with the corresponding period in 1916, according to the Bureau of Foreign and Domestic Commerce, were in tons as follows:

	July, 1917.	1916.	7 mos. ending July 31, 1917.	1916.
Bran and middlings	212	376	4,852	3,879
Dr. grns. and mt. sprts.	153	342	447	1,077
Mill feed	263	1,007	17,143	15,185
Cot. sd. meal, lbs.	2,679,560	40,653,123	98,909,289	56,180,156
Cot. sd. cake, lbs.	3,914,843	83,676,582	274,266,395	516,495,539
Linseed meal, lbs.	1,368,736	.....	1,368,736	.....
Corn oil cake, lbs.	72,060	448,000	5,136,312	11,074,648

THE "WHEAT KING" of Montana, Hugh Sweeney of Butte, has been exempted from the selective draft, as he was considered more valuable as a food producer than as a soldier. He had not claimed exemption.

PORTO RICO, hitherto an importer of beans, has this year grown such a large crop that exports are possible. Up to September 2,000,000 lbs. are said to have been exported; and the corn crop is the largest on record.

Books Received

REGULATORY ANNOUNCEMENT NO. 26, of the Bureau of Markets, U. S. Department of Agriculture, is a compilation of the different circulars and bulletins issued during the past few months by the Bureau, and contains memoranda for inspectors on grading smutty wheat, treated wheat, mixed wheat, method of determining dockage, laboratory apparatus needed, opinions on subjects of general interest such as misapprehension of dockage, purchase of wheat on dockage basis, use of sieve, reports by shipper where no inspector, rules of board not in conflict, inspection of bulkhead cars, intrastate shipments not covered by act, fees, and grain doors. Service and Regulatory Announcements No. 26, 36 pages, Bureau of Markets, Washington, D. C.

RECORD OF INSPECTIONS BY FEDERAL LICENSEES.—Sec. 7 of the Grain Standards Act requires every licensed inspector to report all grading done by him to the Sec'y of Agriculture, and requires the Department to publish twice yearly a complete summary showing the amount and grades of all grain delivered to or out of each warehouse. This summary fails to state the amount of each grade on hand when the record was begun and when the record was closed, consequently it is of no value as a check; in fact Mr. Chas. J. Brand calls attention to the "fact that the data contained are necessarily incomplete and inaccurate. The names of railroad yards have been confused with the names of elevators owned or operated by railroad companies." Published as Service and Regulatory Announcements No. 23, 47 pages, Bureau of Markets, U. S. Dept. of Agriculture, Washington.

THERE are other publications, but there is only one

Rosenbaum Review

If you wish inside facts concerning the grain business before you every Monday morning, you will subscribe now.

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J. Rosenbaum Grain Company

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Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 146 pages, containing 13,745 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code supplement for U. S. wheat and corn grades supplied free with each copy.

Extra copy of the grade supplement sent free upon receipt of 2 ct. stamp.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago, Ill.

Patents Granted

1,243,136. Grain Huller. (See cut.) Burt C. Buffum, Denver, Colo. Within a casing, means are arranged for separating the hulls from the grain, the casing having a screen covered discharge opening for the hulls. Means independent of the feed opening permit the introduction of air into the casing above the screen, and a suction producing apparatus is connected with the discharge opening for the hulls.

1,243,528. Grain Separator. (See cut.) Peter Jorgenson, Watertown, S. D. In a separator, a screen, a plurality of transverse rods mounted upon the screen at intervals in its length, and spaced vertically therefrom, presser sheets of a less width than the screen resting thereon, and loops at the upper edges of the presser sheets engaging the rods loosely to admit of relative independent lateral play between the screen and the presser sheets.

1,243,233. Grain Bag Fastener. (See cut.) Wayne Taggart, Hopedale, O. An oblong metal loop with its members substantially circular transversely, the major portion of the sides of the loop being contracted and extending in spaced relation and the remaining portion enlarged laterally with the material at the juncture of the enlarged portion and the contracted portion directed at right angles to the longitudinal axis of the loop, whereby the contracted portion is reinforced and tendency to expand is resisted.

1,242,482. Grain Elevator. (See cut.) John J. Shotwell, Winnipeg, Man., Canada. In connection with a swinging distributing spout which is arranged to be brought into discharging position over any one of several discharging funnels, an annunciator, embodying indicators corresponding to the respective funnel, is provided, and a contact member is associated with each funnel so that an electrical circuit will be closed by the contacting of the contact members in the discharging position of the distributing spout over a funnel.

1,242,935. Grain Tank. (See cut.) Howard G. Harrison, Spokane, Wash. A cone shaped, circular roof structure composed of radial, longitudinally tapered or segmental sections formed with upturned side flanges, means for uniting the sections, the means consisting of rafter members disposed radially between adjacent sections, each member being composed of an up-standing, channel like, longitudinal rib having outstanding side flanges, and a longitudinal, channel like sleeve member embracing the rib and the adjacent upturned flanges of the adjacent sections.

1,243,284. Grain Separator. (See cut.) Austin S. Goodman, Oklahoma, Okla. The combination, with a casing provided with slots in its sides, of a shaking shoe arranged in the casing, a cross shaft supporting the shoe, the cross shaft being journaled in and reciprocating with the shoe and sliding in the slots of the casing, a chaffer screen above the cross shaft and in the shoe, a sieve having its rear end pivoted to the shoe, flexible connections wound on the cross shaft and attached to the front end portions of the sieve, and means for actuating the cross shaft to vary the position of the sieves without stopping the machine.

1,242,794. Automatic Weighing Apparatus. (See cut.) Clark Gibson, Adamstown, Md. The combination of a frame having spaced sides, a chute in the frame forming the rear wall thereof, a shaft rotatably mounted and slidable vertically on the front of the frame, a hopper secured to the shaft and arranged to extend between the sides of the frame, a latch pivotally mounted between the sides of the frame and having a portion normally engaging the upper end of the chute, the latch having stops arranged to engage one side of the hopper to prevent rotation of the shaft, connections between the latch and the shaft, and a spring operatively connected to the latch to normally maintain the shaft in its uppermost position and the stops in the path of movement of the hopper.

1,242,840. Vacuum Bean Picker. (See cut.) Colton D. Naramor, Caro, Mich. In a bean sorting device, inner and outer telescoping hollow members each having a closed upper end and an open lower end, a spring interposed between the closed ends for normally holding the telescoping members in their extended position to prohibit registration of openings in the telescoping members, the telescoping members being adapted to slide relative to each other upon the application of the device, whereby the openings are brought into registration, a pin on the inner member extending thru a slot in the outer member to limit the movements of the members with respect to each other, and a hollow handle, adapted to communicate with a suction device, secured to and having its passage communicating with the interior of the outer member, and thus to communicate with the inner member when the openings in the inner and outer members are in registration.

INDIA'S wheat crop is officially estimated at 379,232,000 bus., against 232,008,000 bus. a year ago.

THE SEMI-MONTHLY market news service inaugurated in the southeast will soon be extended to the southwest by the Bureau of Markets, with headquarters at Oklahoma City, and to the north Atlantic division, with headquarters at New York City.

Annual Meeting of Michigan Bean Jobbers.

The annual meeting of the Michigan Bean Jobbers Ass'n was held Oct. 3 and 4 at Saginaw, the meeting being one of the largest and most successful ever held by the Ass'n.

The interest of the dealers centered on the consideration of the action to be taken by the government in the regulation of the bean business and it was upon this subject that Pres. W. J. Orr of Saginaw dwelt with especial emphasis in his annual address.

Able addresses were delivered by the following men: Mr. Raebber, sec'y to Hon. Frank Ellsworth, Insurance Commissioner of Michigan, on "Compensation Insurance"; A. B. Cook, pres. of the Michigan Bean Growers Ass'n, who spoke on the cost of producing beans; James N. McBride, Michigan market director, on "What the Farmers Will Receive for Their Beans"; John McAllister, mgr. of the Farmers & Gleaners Co-operative Elevator Co., Caro, Mich., on "Profits the Elevator Should Have for Handling Farm Products"; A. D. Baker, sec'y of the Michigan Millers Mutual Fire Ins. Co., Lansing, who spoke on "Elevator and Stock Insurance During the War Period"; and others.

Section 4 of Article 3 of the by-laws was amended to read as follows:

Section 4.—Neglect or refusal on the part of any member of the association to submit to the committee an arbitration or to comply with the award of the committee, shall be deemed undesirable conduct, and if the injured person desires to commence an action in court for the purpose of recovering any damages that he may sustain upon application to the directors, the association will furnish an attorney and pay the expenses connected with said litigation, except the witness fees; and the member who refuses to submit to arbitration or to comply with said award of the committee shall be expelled by the Board of Directors from said association.

Two paragraphs were added to the rule relating to the handling and inspection of shipments, making it read as follows:

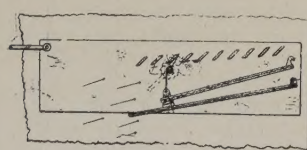
Except where an inspection has been demanded, the purchaser is to notify the seller by wire within 10 hours after he, his agents or servants has received notice from the inspector of the inspection. The inspector shall notify the purchaser by registered letter of the inspection. Time is considered the essence of the parties' contracts.

Within three full calendar days after the arrival of the car the purchaser is to notify the seller by wire, that an inspection has been demanded, as provided for by the rules of the association.

Announcement was made by Pres. Orr that the grades used by the Ass'n will also be used by the Food Administration in its purchases, and that the Detroit office of the Bureau of Markets will issue a bulletin twice each week, quoting the prices of beans in carlots at shipping points in the various bean producing states.

Reports of officers and com'ites were received, and the following were elected as officers for the ensuing year: W. J. Orr, Saginaw, pres.; G. F. Allmendinger, Ann Arbor, 1st vice-pres.; F. E. Kelsey, Cass City, 2nd vice-pres.; K. R. Smith, Ionia, 3rd vice-pres. Board of directors: Fred Welch, Owosso; J. B. Crawford, Ithaca; A. H. Madsen, Ann Arbor; A. L. Chamberlin, Port Huron; F. E. Flaherty, Charlotte; and C. E. DuPuy, Pontiac.

A FACILITY that will be appreciated by those hauling traction trains of grain wagons to the elevator is a cable to haul wagons up the driveway incline. The elevator engine can be used to wind the cable, which can be run over a pulley placed in the floor some distance ahead of the dump.



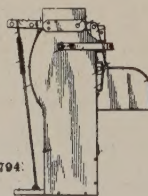
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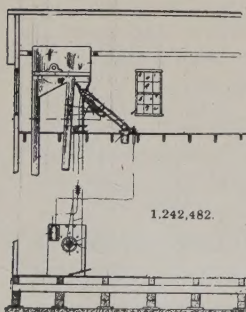
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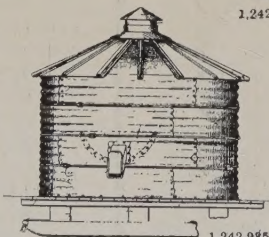
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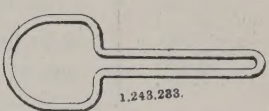
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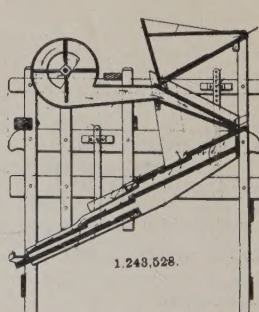
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The GRAIN DEALERS JOURNAL.

Insurance Notes.

THE WESTERN OFFICE of the Grain Dealers Fire Insurance Co., at Omaha, Neb., has been removed from the Grain Exchange to the Keeline Bldg., where more room was available, the old quarters having been outgrown.

MUTUAL fire insurance inspectors and field men are working constantly to eliminate the fire hazards. Much has been accomplished in this direction, but they have not yet succeeded in making it possible for the grain elevator man to do without insurance. They have greatly reduced the cost.

GASOLINE FIRES can be extinguished by the liberal use of water when the amount of oil is small; but if there is a large amount of gasoline already ignited, water will only spread the fire. Sand or earth should be used to control the flames of the burning gasoline; and in sufficient quantity will smother the fire.

THE COM'ITE of the Railway Fire Protection Ass'n on fire prevention in yards reported at the annual meeting recently "Cars should not be stored near hazardous risks, such as wooden grain elevators, warehouses, etc. All hay, straw, rubbish and paper should be removed and the doors of wooden cars should be kept closed."

ELECTRIC LIGHT bulbs are likely to start a fire when left burning against a substance that will ignite when sufficiently heated. Bulbs connected with extension lamp cords are often left where a fire might start if forgotten with the current on, a risk that will be diminished by always inspecting the premises before leaving for any length of time.

THE GRAIN CORPORATION at Chicago has issued the following notice: This corporation will assume fire risk on wheat purchased and ordered by us to elevators in the Chicago district and in addition will assume fire risk on wheat in cars on track which are located in either elevators or track sheds or on track adjacent, not to exceed 200 feet from elevators.

CARBON TETRACHLORIDE is the basis of many of the various chemical fire extinguishers, and if thrown on an oil fire forms a heavy, non-inflammable vapor over the liquid, and mixes readily with oils. The vapor is about 5 times as heavy as air, and, altho the fumes from carbon tetrachloride are pungent, brief exposure to them does not cause permanent injury. The efficacy of carbon tetrachloride depends largely on the skill of the user.

CECILIA, KY.—Wilbur Pal and Gus Stile, aged about 15, while playing near the elvtr. of the Cecilia Milling Co., found a bottle containing a queer looking oily liquid. They poured part of it out and one of them hurled it against the side of an I. C. box car. When it struck the car there was a terrific explosion which tore out part of the side of the car. The liquid resembled nitro-

glycerin. It is suspected that the bottle may have been dropped by some one intending to destroy the elvtr.

GENERAL MANAGER JEFFERS of the Union Pacific Railroad in a circular letter to station agents suggests that they point out to all operators of elevators along the company's lines of road the importance of their taking extra precautions to guard their houses against loss or destruction by fire. He urges particularly the importance of the ele-

vator men's removing from around their houses all accumulations of rubbish and other inflammable materials. Broken window glass should be taken out, he says, and replaced with new glass, in order that birds may be kept out of the elevators. He points out that the nests of birds, either in the buildings or under their eaves, are highly inflammable and in many instances have been responsible for fires set by sparks from passing locomotives.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President

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HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

STOVES AND FLUES

Of course, your flue is all right, because you went over it during the warm days; but it is now time to set up the stove. Get a good stove and put a zinc under it that will extend out far enough to catch any coals that may drop. There should be no woodwork within three feet of stove—five feet is better. Pipe should be whole, well jointed, and wired if necessary. And this above all—do your own firing. What's everybody's business usually ends in a fire.

Fitzgerald & McCotter
Western Managers
OMAHA, NEB.



C. A. McCotter
Secretary
INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	{ Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

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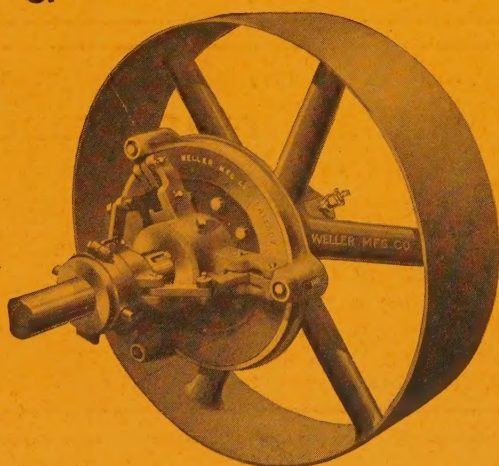
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